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ENGLAND OPEN WELL IN SECOND INNINGS

JARDINE AND WYATT PLAY AGGRESSIVE
CRICKET

AUSTRALIA DISMISSED FOR TWO
HUNDRED AND TWENTY-TWO

[THROUGH REUTER'S AGENCY]

ADELAIDE, January 16.

WALL and O'Reilly opened the bowling before 32,000 spectators in England's second innings in the third Test match. Richardson is keeping wicket as Oldfield is indisposed and Australia's twelfth man, O'Brien, is fielding.

Sutcliffe met with early disaster when he hooked a ball from Wall to be caught by O'Brien at square-leg by a brilliant over-head catch, when he had scored 7 runs.—1 for one wicket.

Jardine and Wyatt played out time. The former having scored 24 and Wyatt 47 at the close of play.

GREAT "COME BACK" BY PONSFORD

ADELAIDE, Jan. 16.
ONE of Australia's greatest batsmen, W. H. Ponsford re-established himself to-day by saving Australia from a first innings collapse.

V. Y. Richardson helped the Victorians to add 80 runs in a critical fifth-wicket partnership. Ponsford continued his mastery over the English "shock attack" and gave a magnificent display.

His recovery of his batting form, similar to that of Don Bradman, delighted the spectators. Ponsford, for the first time in his cricketing career, was dropped from the second Test, but his answer to the selectors has fully recovered his former prestige.

There were 20,000 present when Ponsford (46) and Richardson (21) resumed the Australian innings at 100 for 4 on a perfect wicket and in sunny weather.

Voice had his ankle bandaged and gave way to Allen, who opened with Larwood. The Nottingham bowler, however, fielded.

Larwood again exploited his leg theory, and again incurred the wrath of the crowd when he hit Ponsford on the back three times. The Victorian, however, reached his 50 after 122 minutes' batting.

Ponsford played superb cricket, powerful cutting yielding him five boundaries. He forced Jardine to pack the offside with a ring of fielders.

Allen's Success.

At 131 Allen changed ends and met with immediate success. Richardson playing his second ball on to his wicket 131-8-25.

Richardson had batted for 95 minutes, showing amazing restraint and hitting only one boundary in a fifth-wicket partnership which yielded 80 runs.

Jardine made frequent changes, but he could not separate Ponsford and Oldfield, who were together at lunch with the score at 165 for 5, Ponsford being 80 and the wicket-keeper 26.

Ponsford's glorious innings came to a close at 164 when he attempted to turn a ball from Voice to leg and was bowled off his pads for 85.

Powerful Batting.

He had batted for 216 minutes and hit eight boundaries in an innings which was featured by powerful cutting and full-blooded driving off Verity.

Voice was limping at this stage, but he held a magnificent catch in the slips to dismiss Grimmett off Allen. 212-7-10.

Oldfield was struck on the head by Larwood at 918 and fell like a log to the ground. He was forced to leave the wicket after playing a fighting innings which realised 41 runs in 123 minutes and included four boundaries.

Larwood Boosed.

The huge crowd boosed Larwood from all over the ground and pandemonium broke loose when he bowled O'Reilly four runs later.

Hammond concluded the Australian innings when he clean bowled Wall at 225-119 in arrears of the English total.

SCORES

England 1st Innings 341
Australia 1st Innings 225
W. H. Ponsford, b Allen 46
J. H. Richardson, b Allen 21
D. G. Bradman, b Allen 80
Larwood

S. J. McCabe, c Jardine, b Larwood 8
Larwood 85
W. H. Ponsford, b Voice 85
V. Y. Richardson, b Allen 21
W. A. Oldfield, retired hurt 41
C. V. Grimmett, c Voice, b Allen 10
Allen 26
W. J. O'Reilly, b Larwood 0
T. Wall, b Hammond 0
H. Ironmonger, not out 0
Extras 14

Total 225

Bowling Analysis

Bowler Runs Wkts Ovs
Larwood 25 8 55 3
Allen 23 4 71 4
Hammond 17.4 4 30 1
Voice 14 5 31 1
Verity 18 7 31 0

England 2nd Innings

Sutcliffe, c O'Brien, b Wall 7
Jardine, not out 24
Wyatt, not out 47
Extras 7

Total (for 1 wk.) 85

MEERUT CONSPIRACY TRIAL ENDS

Heavy Sentences Passed
On Englishmen

LEGAL FEES AMOUNT TO
£120,000

[THROUGH REUTER'S AGENCY]

New Delhi, Jan. 16.

THE three-year Meerut conspiracy trial, which has cost £150,000, ended with the conviction of three Englishmen, and twenty-four Indians for conspiring to deprive H.M. the King of his sovereignty over India.

Spratt and Bradley, who it is alleged were financed from Moscow, were sentenced to transportation for twelve and ten years, respectively.

Hutchinson was sentenced to four years' imprisonment.

From thirty of the originally accused, all were found guilty save three. They were sentenced to various terms of transportation and imprisonment.

IN HONG KONG TO-DAY

SOME DRIZZLE OR LIGHT
RAIN

YESTERDAY'S WEATHER REPORT,
FORECAST AND REMARKS, ISSUED BY
THE ROYAL OBSERVATORY AT 8.25
P.M., STATED:—

THE ANTI-CYCLONE CONTINUES
MOVING EASTWARD AND NOW
COVERS THE SEA OF JAPAN.
MODERATE MONSOON MAY BE EX-
PECTED ALONG THE S.E. COAST OF
CHINA AND MODERATE TO FRESH
MONSOON OVER THE CHINA SEA.
LOCAL FORECAST:—N. AND
N.E. WINDS, MODERATE TO FRESH,
CLOUDY, MISTY, SOME DRIZZLE OR
LIGHT RAIN.

POPE DECLARES HOLY YEAR

PAPAL BULL READ TO
HUGE CROWD

[THROUGH REUTER'S AGENCY.]

Rome, Jan. 16.

THE Papal Bull, promulgating the Holy Year, was read to a huge crowd from the portico of St. Peter's this morning.

The Bull details the celebrations to be held and announces that indulgences in connection with the Holy Year are only to be available in Rome.

His Holiness the Pope urges the faithful to undertake pilgrimages to Rome and to Palestine.

The ceremony before the reading of the Bull was most impressive. The Pope was seated in the Throne Room surrounded by prelates and picturesquely uniformed chamberlains.

The Pope presented the Bull to the Dean of the Apostolic Protomotaries. After His Holiness had retired, the prelates filed out in procession to the portico, where the Dean of the Protomotaries read the Bull from a specially erected pulpit.

Three copies of the Bull were then handed to the Master of Ceremonies to be read at the Church of St. Lateran, Santa Maria Maggiore, and St. Paul's, outside the walls.

These three churches contain a Holy Door, which is only opened in Holy Years, at other times being kept walled up with specially donated bricks.

The Pope himself presides at the opening of the Holy Door at St. Peter's, upon which he knocks with a golden hammer demanding admission.

Consenting to the publication of the Bull, the Pope said that in the Old Testament the origin of the Jubilee Year was a year of peace and remission and pacification, including a literal remission of debts.

"We must not fail to pray for the spiritual good not only of the living, but of nations, may be achieved."
(Further cables will be found on Page 8.)

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and flasks)

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SPARKS

FROM THE PLUGS



Handling Stubborn Engines on Cold Mornings

DON'T OVERDO STRANGLING

Starting the engine is one of life's problems these cold mornings, writes "Owner-Driver" in *The Bulletin*.

Despite specially designed carburetors, and all the various devices for tempting the power unit to break into a lively roar instead of acting like a stubborn mule, many a man wishes he could solve his difficulties by speaking nicely to what he ultimately describes as "the darned thing," and persuading it that it is for its own good to start up willingly.

Frankly, there is no more heart-breaking task than starting up a stubborn engine, and any hint which results in saving one's back and arm muscles is always welcome.

Many Reasons Why.

There are many reasons why an internal combustion engine is difficult to get going on cold mornings. The lubricating oil tends to solidify at low temperatures, and this results in the hundreds of superficial inches of metal being sort of glued together.

Obviously the warmer the garage the less the tendency for the oil to gum and the easier the work in the morning. Few garages are, however, heated, and the next best thing to do is to change over to a winter grade of oil.

Even then it is desirable to swing the engine several times by hand in order to break down the oil film before resorting to the use of the electric starter.

I am not confident that many drivers will take that advice. On the modern car, with its bumper

bars, direction indicators, fog lamps, extra head lamps, and so on, it is a work of art to wriggle between the various excrescences and to turn what is known as the starting handle, but which is more a piece of bent iron than the finest product of a craftsman.

Again, these wonderful contraptions have a nasty habit of flying out at the sudden pull up or sticking tight when the engine fires. All of which may account for the extra business now falling into the hands of the accumulator makers. But to the original subject.

Saving the Battery.

The modern battery is rather good so long as it lasts, but the trouble is that it does not last long enough. Most batteries on British cars are far too small for the work they have to do, and that fact becomes more evident as the temperature goes down.

It is therefore of importance to save the battery as much as possible, and the best way to do that is to lessen the load it is asked to move when the button is depressed first thing in the morning. A big six-cylinder engine full of gummed oil is quite enough for it to turn, but when the additional load of really thick oil in the gearbox is added, it usually sighs and gives up the job.

Moral—Keep out the clutch, either by foot or by a piece of wood jammed between the pedal and the driving seat.

Above all do not grind away at the starter for minutes on end. Remember that when the button is depressed the battery is momen-

tarily short circuited, and that even a few seconds' rest will enable it to recover.

Strangling the Horses.

And now for our old friend the strangler. It is well-named. Most engines are strangled to death during the colder months of the year. I have seen dozens and dozens of cases of difficult starting which were almost entirely due to excessive use of the strangler.

Think of what that device does, and you will be convinced of the need for using it carefully.

A metal plate is drawn tight over the air intake of the carburetor, with the result that a very strong mixture is drawn into the cylinders. It is agreed that such a mixture may be necessary in most cases, but it is definitely not agreed that flooding the cylinders with raw, wet petrol will help the engine to fire. On the contrary, the power unit will simply be choked.

Apart from these vital considerations, excessive strangling results in lubricating oil being washed off the cylinder walls, and in the oil in the engine sump being diluted. Time and again I have found it necessary to remove the sparking plugs and allow the wet vapour in excessively strangled engines to evaporate before getting the engine to fire.

Try this Method.

The engine of my own car is a good starter, but that does not prevent me approaching it with respect these mornings. This is the procedure I adopt.

Fill up with boiling water, and allow the cylinder block to heat slightly. Then turn over the engine several times by hand with the strangler closed. Now get into the driving seat, push out the clutch, switch on the ignition, and, while tickling the throttle with the foot, depress the starter button.

Immediately the engine fires, commence opening the strangler very slowly. But also keep out the clutch until it is apparent that the engine is gathering life. If it

(Continued at foot of next column)

HILLMAN PROGRAMME FOR 1933

THE NEW WIZARD AND THE MINX

The Hillman programme for 1933 is to concentrate upon the six-cylinder New Wizard and the four-cylinder Minx, both of which are already well-known and popular.

THE NEW WIZARD

A feature of the Wizard are always been that alternative engine sizes are available at the same price, and in the New Wizard this excellent point is continued. Thus, the "65" model has a rating of 15.7 h.p., while the "75" model is of 20.0 h.p. The actual power obtained from the engines, however, bears little relation to the rating, for the "65" develops no less than 50 b.h.p., while the "75" pulls 65 b.h.p. at 3,600 r.p.m. The road performance of both New Wizard models, therefore, is extraordinarily high, and the "65" model will exceed 85 m.p.h., and the "75" has a speed of over 100 m.p.h. Largely this remarkable result has been achieved by close attention to the design of cylinder head, ports and induction system, the combination of these points having been given the comprehensive name of Cyclonic Induction.

Another outstanding feature of the New Wizard is the fact that "Cushioned Power" has been built into it, with the result that that car runs with an uncanny smoothness and silence, "practically every trace of engine vibration and noise being damped out before it can reach the chassis. The chassis frame has been made exceedingly stiff by means of cross-bracing and seven cross-members, which, in conjunction with the long springs and hydraulic shock absorbers, render the New Wizard an exceedingly comfortable car to drive or ride in.

A new departure is the listing of a "Seven-Seater Wizard," which has a wheel-base of 10' 3" and mounts commodious bodywork with folding occasional seats. On this chassis three types of coachwork are standardised, namely, Saloon, Limousine and Landulette, and these new models, at their moderate prices, undoubtedly fill a gap which has hitherto existed in the market.

THE MINX

The Minx has now been before the public for twelve months, and so great has been the demand for it that at one time since it was put into production has the factory been able to produce cars in sufficient number to cope with orders.

The success of the Minx is due to the excellence of its performance and its roomy comfort. The engine has a rating of 9.3 h.p. but actually develops practically 30 h.p. "Cushioned Power" has, of course, always been a feature of the Minx, and accounts largely for the remarkably smooth running of the car.

An entirely new chassis in the Minx range is the Aero model, which is of sporting type and very low in build. The chassis frame is dropped, as also is the front axle, while at the rear the chassis passes under the axle. Thus the propeller shaft stands above the flooring and is enclosed in a tunnel, while the gears are operated through a remote control and shift lever. The engine is suitably modified for speed, but the "Cushioned Power" feature is retained, with the result that the Aero Minx combines the sweet running of a touring car with the "pop" of a sports model.

does not fire quickly, switch off the ignition, and wait about half a minute. Then try the starter again.

I despair of drivers who, despite all the advice offered, think that the wilder the throttle is opened the better will the engine start. Such a notion persists despite its obvious stupidity. A wide open throttle results in a very weak mixture, which is exactly what is not wanted.

Winter Clothes.

It is just as important to maintain a good temperature during running in cold weather, as it is to keep the engine warm while waiting anywhere.

A heavy rug, thrown over the radiator, will assist in maintaining the temperature when the car is standing, but a radiator muff is necessary on cars which are over-cooled.

The modern internal combustion engine runs best when the water in the cooling system is almost at boiling point, and by blanketing off part of the radiator the cooling draught impinges on a smaller area.

MOTURING HINTS

DRIVING ON "GREASE"

When road surface consisted of granite, flint, or stone untreated with tar or bitumen it was far easier to identify a "greasy" road than it is to-day; the presence of mud was a sure sign of its treacherous character. But nowadays, mud of a comparative rarity, and a large proportion of modern road surfaces are no less—sometimes more—slippery and dangerous when they are thoroughly wet, "rumming" with water.

The foregoing is a fact that the more or less inexperienced driver sometimes either fails to realise or forgets, until too late, until a "hair-raising" skid follows the use of the brakes, a steering swerve, or a corner taken too fast.

Beware, then, of smooth roads that have become just by a shower of rain having recently commenced or occurred; use the brakes gently and drive and "corner" slowly, looking well ahead in order to avoid any emergency that will demand forcible braking.

Roads with severe camber are now comparatively rare in the neighbourhood of towns, but elsewhere they are still to be seen. They should be held suspect when wet, for they encourage skidding when the car is elsewhere than on the crown of the road.

The roads frequented by bus services should be treated with respect at and near recognised stopping-places. Oil drippings usually make the road thereabouts unusually skiddy when either merely damp or thoroughly wet.

Variations on Road Surface.

When an obvious change in the type of road surface is seen ahead, it should be approached with care. Modern roads vary a great deal in their slipperiness when wet.

some are almost as safe as when they are dry, but others are "like ice," comparatively. That is why we sometimes see several cars "piled up" on a short stretch of road during or after a shower of rain. A touch on the brake pedal at speed or a quick movement of the steering wheel and their drivers have found themselves against or beyond the side of the road.

When a skid—a side-slip—commences it can be checked or kept within bounds, if the speed is not too high and the road not too congested, by the driver steering towards that side of the road towards which the rear wheels are slipping. This is termed "steering into a skid," get out of it. The inexperienced driver is inclined to steer "away" from a skid; it is only natural for him to do so. But that merely accentuates the skid, and the car may turn completely round.

Not until the car has been straightened-up—i.e., brought back to its original line of progress—should an attempt be made to steer it back to its proper side of the road, though if a skid is corrected by "steering into it" immediately it commences the two successive movements of the steering wheel can follow one another without pause.

If a skid has been started by use of the brakes the latter should be released at once, though if a collision is impending they can be applied again immediately, though gently. Holding the brakes on or re-applying them forcibly will make the skid worse and will not stop the car.

The foregoing applies to driving and correcting a skid on snow and ice as well as on wet roads, though, as mentioned in a recent hint of this series, on snow-covered and ice-bound roads there is no certain means or method of preventing wheel spin and side-slip, other than the use of non-skid chains. Driving slowly and using the brakes gently will help to prevent skidding on snow and ice; but neither can be considered an infallible preventive of loss of control.

THE BATTLE OF THE VALVES

HUMBER MODELS FAVOUR SIDE VALVES

Controversy as to whether side-by-side or overhead valves are better for the touring type of motor-car has long existed, but the trend of design exemplified by 1933 models seems to indicate that side valves are gaining ground. Thus, a new adherent is one of the principal British manufacturers—Humber Limited—who have abandoned their former practice of placing the inlet valve over the exhaust and the side valve system is now standardised throughout the range. This Company has perfected a combination of features, termed "Cyclonic Induction," which has been designed with the object of sweeping the gas into the cylinders with whirlwind velocity. So successful is this that the power output of the latest engines is in excess even of that obtained from the former design, which was well known for its efficiency.

Humber Innovation.

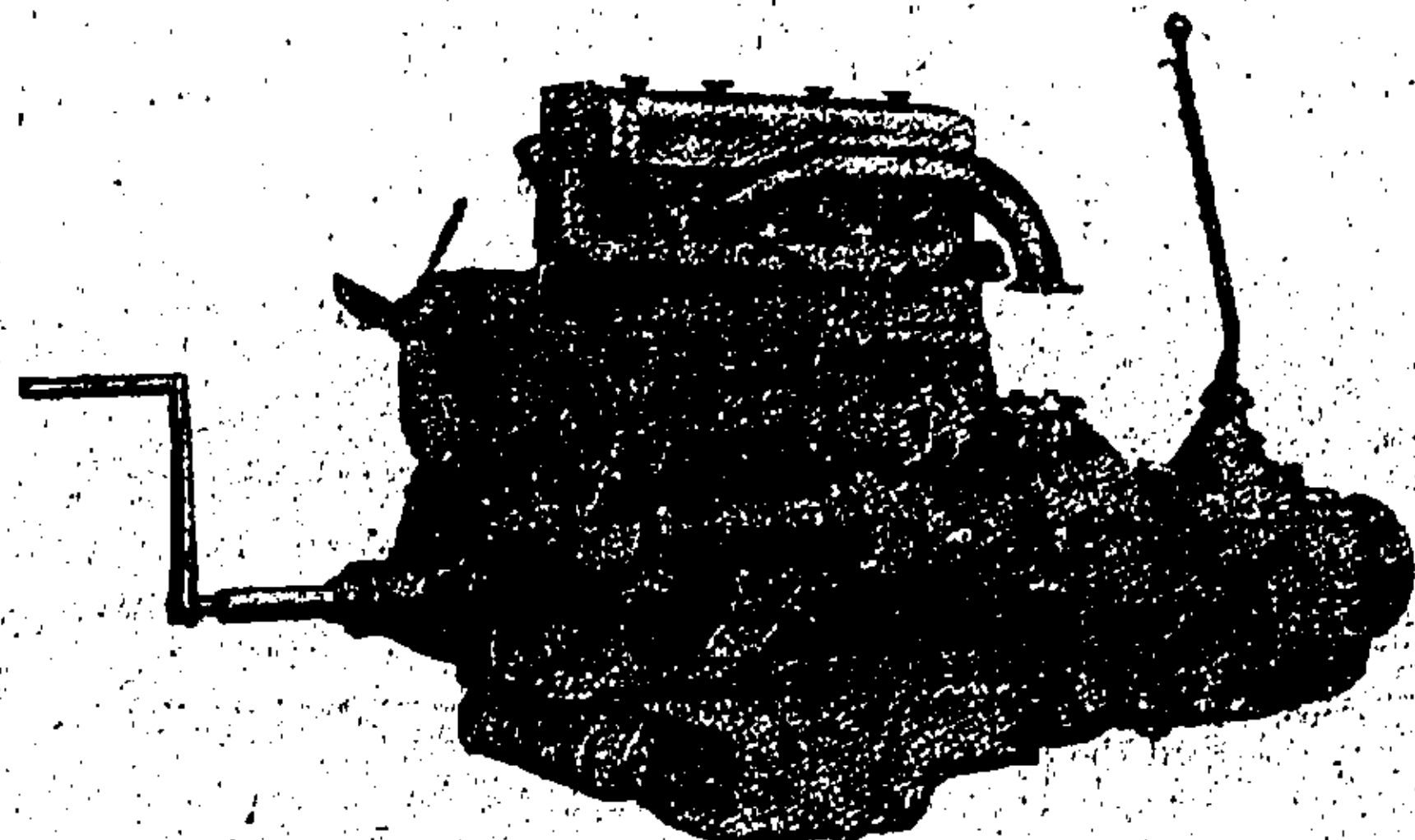
It is also interesting to note that an entirely new type of shock absorber is being fitted to Humber cars. This overcomes a hitherto insuperable difficulty, namely, that shock absorbing properties varied according to the viscosity of the oil with which the casing was filled. The oil became more fluid with the warming up of the shock absorber, which then functioned too freely. The new pattern is fitted with a thermostatic device by which the temperature itself regulates the size of the aperture through which the oil has to pass. Thus, when the shock absorber is cold and the oil thick the aperture is large, but, as warming-up takes place and the oil thins, it has to pass through a smaller passage. This important discovery has proved of great benefit to the suspension and is especially appreciated by the passengers in the rear seats.

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36 1/2 MILES PER GALLON.

It is the **SAFEST**—watch for the
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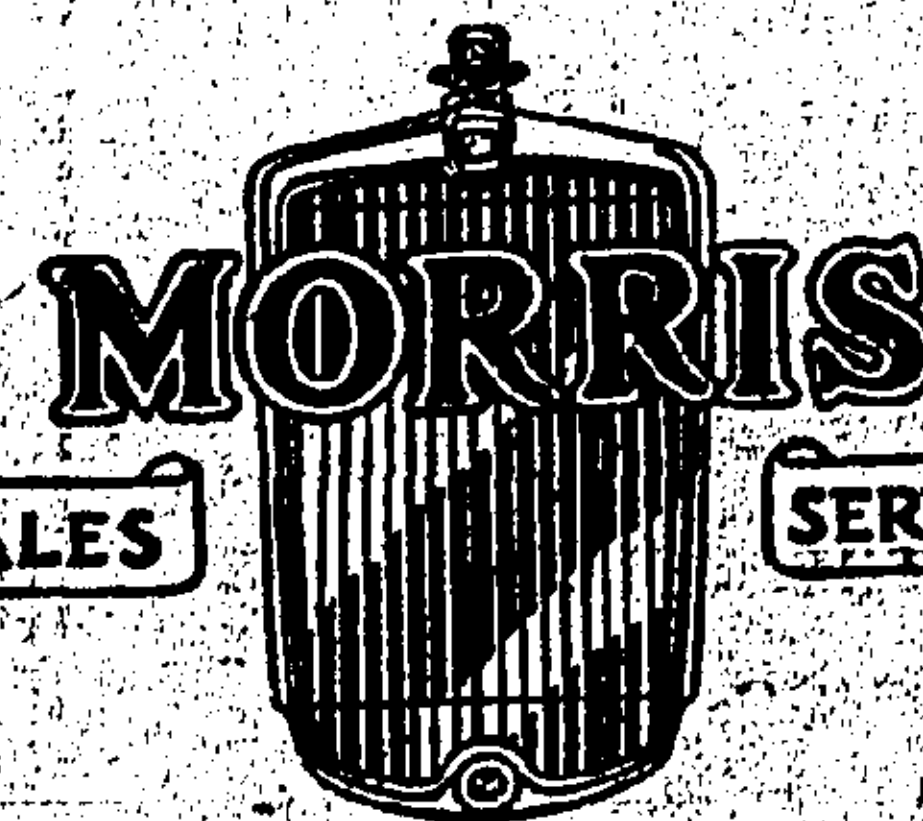
It is the **ROOMIEST TEN** in the
COLONY—study the dimensions.

Capacity:
1292 c.c.

Track:
48"

Wheelbase:
96"

Hydraulic
Brakes



Overall width:
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Overall length:
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Roof

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Gear-box

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SPARKS FROM THE PLUGS

A DESERT RESCUE

HILLMAN MINX AND BEAUTY IN DISTRESS

Marooned in the Australian desert with a fever-stricken driver and disabled car, two women passengers faced a terrifying situation, for in this part of the Bush country, sixty miles North of Newcastle Waters on the road to Darwin, one might be stranded indefinitely before assistance arrived. As it was, the position was becoming desperate, when Mr. William Hatfield, the noted author who is engaged in an 8,000 mile trip round Australia in search of local colour for his forthcoming novel, chanced to pass that way on his Hillman Minx.

Without losing any time, Mr. Hatfield placed the sick man in the car and drove him many miles through the parched country to the nearest homestead, returning afterwards to the aid of the women, with whom he raced across Central Australia to connect up with the train at Alice Springs, the railroad for South Australia, some 300 miles south. "Making wonderful time running south, nothing can stop the Minx, barren ranges, rock-strewn gullies, now 50 miles stretches of sand," he telegraphed from Tennant Creek, and, later, from Alice Springs, "bettered mail time from Daly Waters by one day. Old hands on track amazed at Minx getting through at all. Can now catch up on itinerary."

Possibly only people who have been out in the wilds of Australia will really appreciate what this car is at the present moment doing in tropical heat conditions, and where a breakdown could possibly mean the death of all concerned from starvation and thirst," comments Mr. Blayney, Australian representative of Rootes, Ltd.

TOWNS AND CARS

Berlin, Jan. 8.—The German capital with 84,000 motorcars holds now among the cities of the world, (Continued on next column)

AUTOMATIC CAR WASHER

TAUNTON FIRM'S IMPROVEMENTS

The advantages of power car washing are now so well-known that, in general, they require little elaboration, but, on the other hand, considerable developments have been effected in the actual plant for the purpose.

A big advance has been made, for instance, by the production, by Newtons of Taunton, a section of the Lucas-C.A.V.-Rotax organisation, of an entirely automatic action car washer, aptly named the Autoforce. This differs from previous types in that the electric motor is controlled entirely from the washing guns. Immediately the lever on the gun is depressed, the motor starts and will continue to run until the lever is released. It is obvious at once what a saving this arrangement ensures; at no time, not even for a second, is the motor running and consuming power, unless actual washing is in progress.

In addition to its automatic features, the Autoforce is fitted with highly efficient guns, which have been designed with a view to securing a much more powerful jet; in fact, it is claimed that the scientific design of the gun orifice is such that the cutting effect, when used with this washer, is superior to anything else at present on the market. In designing the Autoforce, gun, laboratory tests were carried out, by means of scientific instruments, with the object of producing the most efficient dirt remover with the lowest consumption of electrical energy.

According to statistics just published here, the eighth place. The first place is taken by Los Angeles with 83,558 cars, followed by New York with 792,000, Chicago with 480,000, London with 298,000, Paris with 204,000, Detroit with 89,000, and Montreal with 65,000.

MOTOR BODYWORK

INSULATION FROM NOISE

In the latest body construction a number of manufacturers have given considerable attention to insulation from noise. For example, in Rover coachwork (an example of which was awarded the first prize in the coachbuilding competition—Section 4a) the bodies are mounted on a special frame, which is separated from the chassis, and between the body and the frame there is insulating material. In addition, the insides of the door and body panels, the undersides of the floorboards, the scuttle, and so forth, are sprayed by a special process with a thick layer of asbestos.

This, it will readily be seen, has the effect of deadening any tendency that may arise towards drumming, and minimizes the penetration of outside noise, while it also has the effect of keeping the car warm in winter and cool in summer. In the 1933 Rover there is under the bonnet a compartment covered with a quickly detached lid, and with the lid removed the back of the instrument board is laid bare, while illumination is provided by the concealed panel lights.

CARS FOR STATE USE

News from Kathiawar informs Rootes, Ltd., that an official intimation has been received from Karachi that H.H. The Jam Sahib of Nawanshar has issued instructions that the only vehicles to be purchased for State use are Humbers and Hillmans.

The vehicles will be purchased through the Western India Motor Car Co., the official dealers in Kathiawar, who, incidentally, report excellent business, especially in the Minx, while other sales recently completed include two Cominer G.L.3 fire engines complete.

BRITISH BOOKMAKERS' REVELATIONS

NO INCREASE IN BETTING

DESPITE MORE FACILITIES

The remarkable assertion that, despite the increased facilities for betting, there had been no increase in gambling was made by a bookmaker who gave evidence before the Royal Commission on Lotteries.

The bookmaker, Mr. Picken, of York, went a step further, and boldly declared that S. P. bookmakers' takings during this period had dropped by 30 per cent.

Twelve of the leading bookmakers' associations in the country approved the statement which Mr. Picken made to the commission. Two representatives from each organisation had been in conference for six hours considering the views which their representative was instructed to give.

Value of Bookmakers.

Among the astonishing statements made by Mr. Picken to the commission over which Sir Sydney Rowlatt presided were:—

Bookmakers are an asset to the combined business of horse breeding, racecourse ownership, and racing. In spite of the inducements offered by an alternative form, a large percentage of the betting public continued to do their business with the bookmaker.

Racecourse bookmakers were continuous supporters of race meetings throughout the year.

Ring fees paid by bookmakers and their staff formed a regular and substantial source of revenue to racecourse executives. There was a direct contribution to the upkeep of racing.

The totalisator had contributed nothing.

Bookmakers had contributed no less than £300,000 in extra charges since the introduction of the Racecourse Betting Act of 1928. The bulk of that money apparently had gone to racecourse companies for the purpose of paying dividends to shareholders.

Bookmakers suggested that the operations of the totalisator should be confined to racecourses as laid down in the 1928 Act or these extra charges to bookmakers abolished.

The views of the Bookmakers' Protection Association with regard to street betting were outlined by Mr. Picken. These included:—

One bookmaker to be licensed to every 6,000 of the population.

One bookmaker to hold only one licence.

It should be an offence for any licensed bookmaker to accept bets from any one apparently under the age of eighteen.

No licence to be granted to a bookmaker who has not been in business continuously for five years. All bookmakers licensed premises to be closed at the advertised time of the first race, and not reopened for paying out until an hour after the last race.

A central body to be set up in London for issuing licences to bookmakers. This body to comprise two independent sporting men, two Government nominees, two representatives of the bookmakers, and a chairman appointed by the State.

Members of the commission closely questioned Mr. Picken in regard to his assertion that there had been no increase in gambling in view of the extra facilities.

"It is naturally difficult for me as a bookmaker to give figures of other bookmakers," he said, "but my inquiries confirm my own experience that bookmakers' receipts have dropped 30 per cent. during the last five years."

The economic factor had crept in, and people simply could not afford the money they once spent on betting.

"All Bunkum."

"What about greyhound racing?" asked a woman member of the commission. "Is it not possible that a lot of the money that was once used for betting on horse racing has been diverted to betting on dogs?"

Mr. Picken agreed that it was possible, but persisted in his assertion that S. P. bookmakers had suffered heavily in the last five years. He ridiculed the statement that there was a turnover in betting of between £200 and £300 million a year. "It's all bunkum," he declared.

"Is there half this turnover?" asked Sir Stanley Jackson, a member of the commission.

Mr. Picken shook his head. "No, not even a quarter of it," he stated.

Bookmakers, generally, according to Mr. Picken, were indifferent to the fate of the racecourse, except as a source of amusement.

RADICAL TEACHERS IN JAPAN

HOME OFFICE ALARMED AT EFFECT ON CHILDREN

Tokyo.—The Home Office and Educational Department are considering means to deal drastically with teachers tinged with radical ideas. As the first step, the Educational Department is now holding a special course of lectures by eminent scholars, and making all teachers of normal schools attend the course.

According to the Department there are now two large unions of Red teachers in the country, the Shinko Kyokai Keikyusho (The Institute for Research of New Education) and the educational workers' section of the Japan Employees' Federation. Besides these, there seem to be many other small local groups of radical teachers. It is revealed that the members of these local groups are dexterously for the promulgation of radical thoughts by collecting children at their private lodgings, and implanting the ideas of class consciousness.

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Brighton.—Brighton Corporation by steady pursuance of its policy providing working-class houses and removing people from the slums to healthy districts, has built something like 3,000 houses since the War. The cost has been about £2,000,000, and the annual rent roll is approximately £100,000. These facts were revealed by Sir Herbert Carden, the chairman of the housing committee of the corporation, after new housing schemes in Whitehawk Valley had been inaugurated by the Mayor and Mayoress, Alderman and Mrs. T. J. Brayton.

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STAT ON	JANUARY 15, 1933.										JANUARY 16, 1933.									
	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Clouds	Humidity	Wet Bulb	Wet Bulb	Wet Bulb	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Clouds	Humidity	Wet Bulb	Wet Bulb	Wet Bulb
Wladivostok...	12	30.47	778.9	12	...	NNW	1	b	6	30.50	774.8	0	...	NNW	1	...	...	...	...	...
Nemuro...	11	29.98	781.5	...	...	NW	2	...	5	30.24	768.0	...	...	NNW	2	...	...	...	...	...
Hakodate...	...	30.10	784.5	...	...	NNW	3	...	...	30.38	771.0	...	...	NNW	3	...	...	...	...	...
Tokyo...	...	30.18	766.5	...	...	NNW	3	...	...	30.41	772.5	...	...	NNW	3	...	...	...	...	...
Kochi...	...	30.35	771.0	...	...	N	1	...	...	30.51	775.0	...	...	NNW	1	...	...	...	...	...
Nagasaki...	...	30.58	775.0	...	...	NNW	2	...	...	30.58	775.5	...	...	NNW	2	...	...	...	...	...
Kagoshima...	...	30.47	774.0	...	...	NNW	2	...	...	30.51	775.0	...	...	NNW	2	...	...	...	...	...
Oshima...	...	30.43	778.0	...	...	N	2	...	...	30.41	772.5	...	...	NNW	1	...	...	...	...	...
Naha...	...	30.35	771.0	...	...	NE	3	...	...	30.38	771.0	...	...	NNW	3	...	...	...	...	...
Shikotsu...	...	30.33	770.5	...	...	ENE	3	...	...	30.28	769.0	...	...	NNW	1	...	...	...	...	...
Bonin Island...	...	30.89	779.5	...	...	NNW	4	b	6	30.60	777.3	...	...	NNW	4	...	...	...	...	...
Cheloo...	13	29.99	779.5	...	...	N	2	...	...	30.49	774.3	...	...	NNW	2	...	...	...	...	...
Shanghai...	14	29.73	780.5	...	...	NNW	4	...	...	30.69	779.5	...	...	NNW	4	...	...	...	...	...
Guzelaff...	...	30.34	774.7	...	...	NNW	3	...	...	30.30	769.6	...	...	NNW	2	...	...	...	...	...
Wenchow...	...	30.42	772.6	...	...	NNW	4	...	...	30.28	769.1	...	...	NNW	4	...	...	...	...	...
Foochow...	...	30.34	770.6	...	...	NE	4	b	6	30.28	769.1	...	...	NNW	4	...	...	...	...	...
Amoy...	...	30.41	771.9	...	...	E	4	...	...	30.26	769.5	...	...	NNW	4	...	...	...	...	...
Swatow...	11	30.41	771.9	...	...	E	4	...	...	30.16	768.1	...	...	NNW	4	...	...	...	...	...
Taihou...	...	30.26	768.6	...	...	N	4	...	...	30.17	768.4	...	...	NNW	4	...	...	...	...	...
Taipei...	...	30.20	767.0	...	...	NE	6	...	...	30.16	768.0	...	...	NNW	4	...	...	...	...	...
Koshu...	...	30.30	769.7	...	...	NNW	6	...	...	30.19	766.7	...	...	NNW	4	...	...	...	...	...
Pescadore...	14	30.26	763.6	...	...	N	2	c	6	30.21	767.3	...	...	NNW	4	...	...	...	...	...
Hong Kong...	...	30.28	768.6	...	...	NNW	4	...	...	30.19	766.8	...	...	NNW	4	...	...	...	...	...
Gap Rock...	...	30.24	768.6	...	...	NNW	4	...	...	30.19	766.9	...	...	NNW	4	...	...	...	...	...
Macao...	...	30.39	772.0	...	...	NE	4	...	...	30.10	764.5	...	...	NNW	4	...	...	...	...	...
Hohow...	...	30.14	765.5	...	...	NE	8	...	...	30.23	767.8	...	...	NNW	4	...	...	...	...	...
Pratas Island...	15	30.28	769.0	...	...	NNW	2	...	...	30.10	764.5	...	...	NNW	4	...	...	...	...	...
Paulian...	...	30.11	761.8	...	...	NNW	4	d	6	30.11	764.8	...	...	NNW	4	...	...	...	...	...
Tourane...	...	29.85	768.1	...	...	NNW	4	b	6	30.09	764.2	...	...	NNW	4	...	...	...	...	...
Cape St. James...	14	30.11	764.9	...	...	NNW	4	b	6	30.09	764.2	...	...	NNW	4	...	...	...	...	...
Basco...	...	30.03	763.4	...	...	NNW	4	...	...	29.95	760.6	...	...	NNW	4	...	...	...	...	...
Aparri...	...	29.87	758.7	...	...	NNW	4	b	6	29.95	760.6	...	...	NNW	4	...	...	...	...	...
Tuguegarao...	...	29.59	759.8	...	...	NNW	4	...	...	29.92	760.0	...	...	NNW	4	...	...	...	...	...
Vigan...	...	29.87	758.8	...	...	NNW	4	...	...	29.91	759.8	...	...	NNW	4	...	...	...	...	...
Manila...	...	29.85	758.2	...	...	NNW	4	...	...	29.87	758.6	...	...	NNW	4	...	...	...	...	...
Legaspi...	...	29.79	756.4	...	...	NNW	4	...	...	29.85	758.2	...	...	NNW	4	...	...	...	...	...
Calbayog...	...	29.80	757.0	...	...	NNW	4	...	...	29.85	758.2	...	...	NNW	4	...	...	...	...	...
Tacloban...	...	29.80	757.0	...	...	NNW	4	...	...	29.85	758.2	...	...	NNW	4	...	...	...	...	...
Iloilo...	...	29.80	757.0	...	...	NNW	4	...	...	29.85	758.2	...	...	NNW	4	...	...	...	...	...
Cebu...	...	29.80	757.0	...	...	NNW	4	...	...	29.85	758.2	...	...	NNW	4	...	...	...	...	...
Surigao...	...	29.80	757.0	...	...	NNW	4	...	...	29.85	758.2	...	...	NNW	4	...	...	...	...	...
Guam...	11.00	29.84	758.0	...	...	NNW	4	b	4.22	29.85	758.2	...	...	NNW	4	...	...	...	...	...
Yap...	12.22	29.84	758.0	...	...	NNW	4	b	4.22	29.85	758.2	...	...	NNW	4	...	...	...	...	...
Palau...	11.00	29.84	758.0	...	...	NNW	4	b	4.22	29.85	758.2	...	...	NNW	4	...	...	...	...	...
Labuan...	14	29.85	758.3	...	...	NNW	4	...	...	29.90	759.4	...	...	NNW	4	...	...	...	...	...

January 16, 1933. 10a. 45m.—The anticyclone has decreased considerably in intensity and moved eastward it is now centred over Korea and S. Manchuria.

Moderate to fresh monsoon will continue along the S.E. coast of China and fresh monsoon over the China Sea.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 0.24 inches, against an average of 0.45 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JANUARY 17.

Direction: N.E. winds, moderate to fresh.
B.—Turnabout to Hong Kong.
C.—Hong Kong to Gap Rock.
D.—Hong Kong to Hainan Straits.
E.—North China Sea.

O. W. JEFFRIES, Director.

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great mountains of the American continent lifted their imposing heads above the level of the plains."—*Christian Science Monitor*

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SPECTACLE.



**KING VIDOR'S
BIRD OF PARADISE**

with
**Dolores Del Rio
and Joel McCrea**
John Holliday, Creighton
Chasey, Richard "Skinner"
Bullington, Bert Roach, David
O. Selznick, Executive Producer.
RKO-RADIO PICTURE

NEXT CHANGE

STRICTLY DISHONORABLE



She met the "Great
Lover" in the heart of
Broadway and then
she didn't want to go
home!

with
**PAUL PUKAS
SIDNEY FOX
LEWIS STONE**
in Brock Pemberton's
amazingly successful
stage hit by Preston
Sturges.

Directed by
JOHN STAHL.

A UNIVERSAL PICTURE

guillotine January 21, 1793, saw
his head, leaving his son, the
Dauphin, as his only successor.

The Dauphin was taken in hand
by Republicans, who led him into
rosy paths of dissipation. The
Dauphin was so apt a pupil that
two years later he died from it.
But it was soon proved he was
fakery and he was hanged for his
trouble.

In later years, when things calmed
down, there was many an in-
dividual willing to attempt to pass
himself off as the Dauphin. In all
seven attempts of this sort were
made. They all ended disastrously
for the men who tried it.

Three centuries earlier a fellow
named Perin Warbeck tried to pass
himself off in England as the Duke
of York, who had been murdered
mysteriously. So far as the public
knew, however, the Duke had just
disappeared, so when Perin arrived
and announced his pseudo-
identity, they took it gracefully.
But it was soon proved he was
fakery and he was hanged for his
trouble.

TO-DAY AT THE CINEMA

HONG KONG

King's.
Phantom President."
Queen's.
The Guardsman."
Central.
Bird of Paradise."
Oriental.
Pardon Us."

KOWLOON

Star.
Call of the Sea."
Majestic.
This is the Night."

COMING

King's.
"Sob Sister."
"Sky Devils."
"Horse Feathers."
Queen's.
"Skyscraper Souls."
Central.
"Strictly Dishonorable."
"Girl Crazy."
"Tom Brown of Culver."
"Thark."
"State's Attorney."
Oriental.
"Bring 'em Back Alive."
Star.
"Polly of the Circus."
"Squaw Man."

CANTON CINEMAS

Tai Tak.
"Miss Shanghai."
Sun Kwok Man.
"Bring 'em Back Alive."
Wing Hon.
"Blonde Venus."
Chung Wah.
"Charlie Chan's Chance."
Southern Palace.
"Polly of the Circus."
Pearl Theatre.
"Hell Divers."

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7.15 & 9.30 P.M.

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Turn the White House into a laugh house



NEXT CHANGE

THURSDAY, 18th JAN.

SOB SISTER

Romance of a
Girl Reporter

On-the-job en-
emies become
off-the-job
sweethearts.
Thrills and
heart throbs
of a reporter.

**JAMES DUNN
LINDA WATKINS**

Directed by Alfred Santell
A FOX PICTURE.

MOVIE NEWS

Pictures In Hong Kong.

"THE PHANTOM PRESIDENT"

RATTLING GOOD POLITICAL
COMEDY

To look like someone famous has
inquired many a hardy soul into
gambling his life on the chance of
impersonating his double.

A Czar of Russia, a Dumplin of
France, a Duke of England—they've
all, for example, been impersonat-
ed, with and without success, in the
past centuries.

Paramount Pictures officials dis-
covered that fact as they set pro-
duction under way on "The Phant-
om President," political comedy
featuring George M. Cohan, Clau-
dette Colbert, and Jimmy Durante,
the film now on display at the
King's Theatre here.

For "The Phantom President"
is the story of a man who passes
himself off as someone else, and gets
away with it. The role is played
by Cohan, who is cast as a
Candidate for President. He is
well qualified for the office, but
lacks the personality to win votes.

His managers, to solve this little
problem dig up a medicine-show
man who is a dead ringer for the
candidate, and send him out to rig
in the ballots.

Have there ever been any similar
incidents? That was what Para-
mount wanted to know and they
soon found there had been many.

From Real Life.

Most successful of the lot was a
fellow known as Stefan Mali—Stefan
the Little—who got himself the
throne of Montenegro by passing himself
off as Czar Peter III to Russia, who
was supposed to have been murder-
ed in 1792.

PYJAMA COSTUME IN GUARDSMAN

FAMINE PROBLEM
SOLVED

How to wear trousers and retain
one's femininity has been solved by
Adrian, the Metro-Goldwyn-Mayer
fashion expert.

A difficult undertaking, Adrian
has succeeded in overcoming the
obstacles encountered in striving to
take away the masculine aspect of
the feminine versions of trousers
and has created a new and original
design of interesting lines.

Lynn Fontanne, the well-known
New York stage star whose first
motion picture appearance is in the
picture, "The Guardsman," which
is now showing at the Queen's The-
atre, wears two versions of Adrian's
trouser-dress in the picture.

Since she portrays an exotic ac-
tress she dares to appear in this
distinctly different and away-from-
the-conventional type of dress which
Adrian predicts as a forthcoming
fashion.

Ingenious Sift.

One styling is carried out in
black taffeta, the dress being made
in a sophisticated manner, in keep-
ing with Miss Fontanne's clear-cut
beauty. The sleeves are tightly fit-
ted and the bodice accentuates the
waistline. The skirt is of the lines
approved to-day with the difference,
however, of having a slit up the
front, through which are revealed
the trousers of as tight a fit as the
dress sleeves.

The other design is more lapish
in pattern. On first glance the
dress, which is of white satin, gives
the appearance of a Grecian style.
A flattering jewel-edged neckline
with matching jeweled belt carries
out this idea—as does the grace-
fully long skirt finish. Again one is
treated to the surprise of trouser
concealed under the skirt. In this
case the trousers show "Turkish"
cuffs of jeweled beads, the effect
being original and attractive.

ANITA PAGE IN "SKYSCRAPER"

COMING TO QUEEN'S ON
THURSDAY

Anita Page, who plays an im-
portant role in "Skyscraper
Souls," coming on Thursday
to the Queen's Theatre, was
born in Flushing, L.I. Her
first ambition was to be a fashion
designer, but a visit to Hollywood
changed that plan. She began
(Continued on Page 10)

FILM NOTES FROM LONDON

(Special Air-Mail Service)

LONDON, December 29.
Real-Life Stories in the New Year
Movies.

Truth is stranger than fiction, and
now in their efforts to supply film-
goers with interesting pictures for
1933 the movie producers are con-
centrating on real-life stories as
material for entertainment. All
avenues are being exploited to this
end, and from results already re-
marked the New Year may bring a
new era in the sphere of kinematography.
Several of the productions are com-
pleted, and awaiting presentation
in London. One example "Silver
Dollar" concerns the life story of
"Haw" Tabor, a man who made
his mark in the roaring days of
the past century when pioneers
were blazing the trail everywhere
and nature was being forced to dis-
gorge its vast fortunes. Tabor
rendered his country, and particu-
larly the State of Colorado, in
which he won his fortune in the
silver mines, invaluable service and
was afterwards swept away from
his high place by the varying tides
of fortune to die in poverty. Tabor
founded the city of Denver, and
his story is one of the most remark-
able in America's history. Again,
in "Twenty Years in Sing Sing"

will be presented the talkie version
of the book by Lewis E. Lawes,
Warden of Sing Sing prison since
1920. In the film, as in the book,
is to be some of the world's worst
offenders, who have, as Warden
Lawes states been guilty of all the
crimes that go to make up the
criminal calendar. Spencer Tracy,
Bette Davis and Lyle Talbot ap-
pear in this production. Another
instance to be mentioned is "The
Match King" which may be said
to come direct from the pages of
the world's press. It is the life
story of a financier whose amaz-
ing exploits are still a source of
the widest comment, played by
Warren William.

British Industrial Films.

The first of the series of British
industrial films collected by the
Educational Film Bureau are now
available, free of charge (except
that of carriage), to universities,
schools of all types, churches, wel-
fare centres, film societies, boys'
clubs, women's institutes, and
other recognized educational or-
ganizations. These films which
have been expressly for educational
purposes comprise, among others,
such varied subjects as The British
Oil Industry, The Port of London,
The Making of a Newspaper, Our
Fish Supply from Sea to Slab,
From Ore to Finished Steel Pro-
duct, How a Talking Machine Re-
cord is Made, The Manufacture of
Gummed Paper, The Cocoa and
Chocolate Industry, How Soap is
made, The Scottish Oil Shale In-
dustry, and How Roads are Made,
etc. Application for loan should
be made to Educational Film
Bureau, 45, Brewer Street, London.
(Continued on next Column)

ORIENTAL THEATRE

LAST 4 TIMES TO-DAY



TO-MORROW-THURSDAY-FRIDAY-SATURDAY

FRANK BUCK'S CAPTURED ALL PRIZES FOR
HARRIS-LETTER-EXHIBITION!
Wild Buffalo, Tigers, Leopards,
Panthers, Crocodiles, enormous
Snakes, Elephants, all in the
fiercest jungle fights your eyes
ever beheld!

"SOB SISTER"

"Sob Sister," Fox drama of an
ambitious girl, who was too busy
trading on the romances of others
to recognize her own love affair
until it had practically passed her-
by, opens its local engagement on
Thursday at the King's Theatre.

The film marks the second screen
appearance of James Dunn, who
jumped into the film spotlight in
"Bad Girl."

Second, it introduces to movie-
goers, a new leading lady, twenty-
years old, a favorite of the
Broadway stage, Linda Watkins.

Third, the picture is the first
directorial effort, Alfred Santell
since "Daddy Long Legs," with
Janet Gaynor and Warner Baxter.
After that picture Santell was given
his choice of all the stories owned
by Fox Films, and from them he
chose "Sob Sister."

The right of a girl to make use
of a winning smile and perhaps a
hint of possible affection to gain her
ends in business competition, and
yet the dangers of this means of
attaining success is a subject that
Santell considers one of the most
discussed topics of the times, and
in "Sob Sister," he is said to
present both sides of the question in
unfolding one of the most unusual
and yet most sincere and touching
romances yet recovered for the talk-
ing screen. The film is reported by
those who have already seen it as
exceeding "Bad Girl" in heart
touching appeal and vividness.

The large cast supporting James
Dunn and Linda Watkins includes
such celebrities as Mima Gombell,
who Edna, the friend, in "Bad
Girl," Molly O'Day and Howard
Phillips in the other featured roles
as well as George E. Stone, Sarah
Padden, Eddie Dillon, Neal Burns,
Lex Lindsay, Harry Beresford,
among others. Edwin Burke, who
wrote the sparkling dialogue for
"Bad Girl," adapted "Sob Sister"
for the screen from Mildred
Gilman's novel of the same name.

New Films Produced in London.

The two films to be produced in
London this week are "The Big
Broadcast" and "Rackety Rax,"
the latest examples of American
producer ingenuity. In "The Big
Broadcast," the producer has bor-
rowed from the American radio
some of its best performers to play
the chief parts, and in "Rackety
Rax" the chief character is a
racketeer who buys a university for
the purpose of making money out
of its football team.

Jew Suss.

Emil Jennings and Conrad Veidt
are to star together in a British
film—a screen version of "Jew
Suss," the great historical novel by
Lion Feuchtwanger. The singing
of two of the greatest actors on the
German screen for a film in Eng-
land is undoubtedly a "scoop"
and a feather in the cap of British
films.

Film Fashions.

Anne Grey introduces an eau-de-
nil green pan velvet dress in
"Driven," her current picture for
Paramount British. She wears a
green velvet cap to match, the
whole presenting a very pleasing
effect both in smartness and in con-
trast to her striking dark hair.
Incidentally "Driven" is Miss
Grey's fourteenth picture in less
than two years.

MAURITIC THEATRE

NATHAN ROAD, KOWLOON
TEL. 57222.

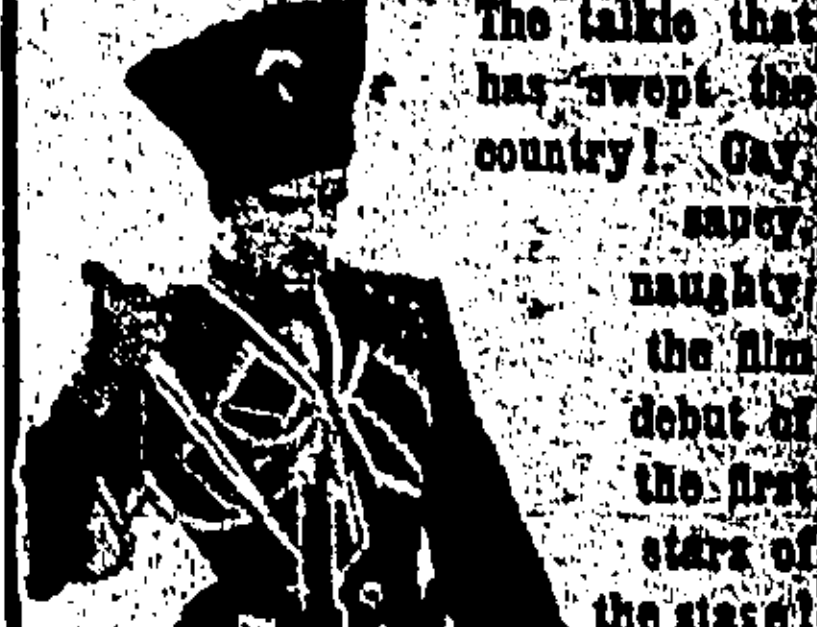
TO-DAY ONLY
At 2.30, 5.20, 7.20 & 9.20 p.m.



QUEEN THEATRE

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At 2.30, 5.10, 7.15 & 9.20 p.m.

"You Have Had
Your Last Affair!"



The talkie that
has swept the
country! Gay,
naughty,
the first
stars of
the stage!

**ALFRED LUNT
LYNN FONTANNE**

with
Roland
YOUNG
Zasu
PITTS

FROM THURSDAY

Reaching
Halfway to
Heaven

and
Halfway to
Hell!

In this Tower of Steel
youthful hearts
caught in the maelstrom
of Big Business and
silkens temptations

**SKYSCRAPER
SOULS**

Directed by
EDGAR SELWYN

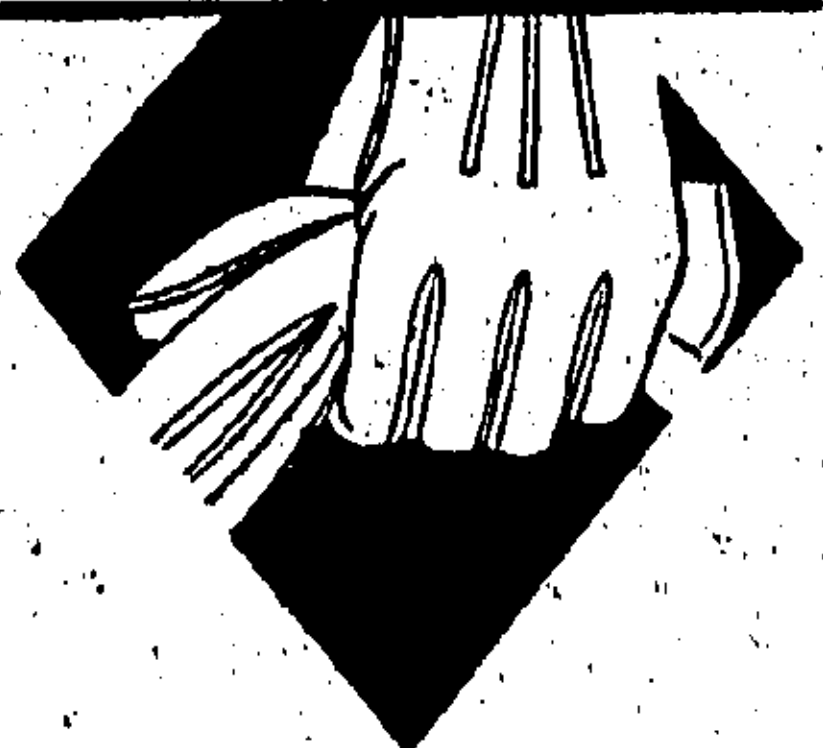
from the novel by Sylvia
Warren
with
WARREN
WILLIAM

Maureen O'Sullivan,
Gregory Ratoff, Ann
Pate, Verree, Lealand
Norman Foster, George
Barber, Jean
Herholt

STAR

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At 2.30, 5.20, 7.20 & 9.20 p.m.

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Button wrist or Slip-on.

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DENT'S ENGLISH FABRIC
in Grey—and Chamois.

Prices from \$5.50 pair
Less 10% discount for cash.

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\$4.00 PER COVER

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ALL SUITS, COSTUMES AND OVERCOATS WILL
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JANUARY.

ON SPECIAL ENAMELLED WIRE HANGERS.
THIS WILL PREVENT FOLDING WITH POSSIBLE
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HOTEL DEPT.: Tel. 1907.
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"ROMANCE OF WIRELESS"

INVENTION BRINGS LEARNING AND
PLEASURE TO MILLIONS

LAST NIGHT'S LECTURE AT ST.
ANDREW'S

Major Harris, R.C. Signals, gave a very interesting lecture at
St. Andrew's Club, Kowloon, last night, his subject being the
"Romance of Wireless."

Major Harris said in part:—
When the history of our time is written there is little doubt
that the discovery and development of wireless will be considered
as our greatest achievement.

Not only has this invention brought learning and pleasure to
countless millions—it has been the means of saving thousands of
lives at sea and in the air.

The great value of Radio to mankind was first realized by the
World in 1909 when the s.s. Republic was sunk in the Atlantic and
over 200 lives were saved due to wireless appeals. Also, it will be
remembered, by some, that in 1912 the great Atlantic liner Titanic
struck an iceberg and became a total wreck but owing to wireless
some 500 of the 1,600 on board were picked up.

INDUSTRY GROWN TO ENORMOUS
PROPORTIONS

Since these days the wireless industry has grown to enormous proportions. It is estimated that in England alone there are 10,000 ships fitted with wireless and that some 20,000,000 people can listen to broadcasting. And from a commercial point of view the annual business value of the radio industry is estimated to be between 20-30 million pounds sterling.

I propose to commence with what may be described as the "germ" of the discovery. Sixty-eight years ago the English Scientist J. Clerk Maxwell whilst expounding his electro-magnetic theory of light predicted the existence in free air of waves other than light-waves. This was a pure theoretical deduction and an instance of discovery by theory as against discovery by accident.

German's Discovery.

His theory, however, was lost sight of for twenty years when suddenly a German scientist Hertz announced to the world that he was able to demonstrate practically the existence of these waves. He caused a spark of electricity to jump across a small air gap and was able to pick up a minute portion of this spark on a receiver across the room. He had in effect transmitted the first wireless message. This spark of electricity had caused a wave in the air and along with that wave had been carried a portion of electricity.

This demonstration was looked upon by the scientific world as a very interesting experiment but strange to say it did not occur to anyone at that time, that this phenomena was of any particular value outside the laboratory. This was about 1888.

Marconi Goes to England.

In 1895 there came to England a young Italian named Marconi who demonstrated to British officials a system of communicating without wires. He as a youth had been working at his home in Bologna on the Hertzian theory and had been successful with his apparatus in transmitting intelligible signals over a distance of 100 yards or so, and he was convinced that with high powered apparatus and high aerials he could communicate over almost any distance. He had foreseen what the scientists had not seen—the use of this phenomenon as a means of communication from ship to shore and shore to ship. His reason for coming to England was because, at that time England was the richest and greatest maritime power in the world and he thought he would get a better hearing. The fact that he is still the head of the British Marconi Co. is proof that he did.

It so happened that when he arrived in England two Englishmen had also been at work on the same idea. Sir Oliver Lodge and the late Admiral Sir Henry Jackson, and it is probably due to the latter's influence that Marconi was so well received. In fact I have heard Marconi himself say that Admiral Jackson had contributed as much to the science as he himself.

First Message Across English Channel.

Marconi pursued his ideas in England and by dint of hard work and enthusiasm succeeded in 1897 in transmitting messages across the English Channel. In that year the first Wireless Telegraph Co. in the world was formed in London under the chairmanship of Col. Jameson-Davis with Mr. Marconi as the technical adviser. This Company fitted a number of British battleships with wireless. But it was not until 1901 when Marconi succeeded in transmitting a message across the Atlantic that wireless was looked upon as a serious commercial proposition.

Atlantic Success.

This Atlantic success must have been a tremendous thrill for the young inventor. He and two operators went to Newfoundland and tried to send a message to St. John's and after many

hours of listening heard the transmitting station at Poldhu in Cornwall.

From then on this company of pioneers gradually prospered but not without untold difficulties and setbacks. But Marconi's enthusiasm and faith in his discoveries overcame every obstacle. Subsidiary wireless companies were started in every country in the world and eventually the wireless telegraph act was passed in England which forced every ship carrying more than 40 passengers and crew to carry wireless.

Scientists Interested.

Scientists and Engineers in every part of the world were attracted by this new mode of signalling and almost every month new patents were filed and new discoveries made. These patents and discoveries formed the basis of wireless as we know it to-day.

Development of Wireless Valve.

The War was responsible as it was for many other great advances in technical knowledge, for the first big step forward in radio development. That was the development of the wireless valve.

Up to the time of the invention of the valve, wireless receiving apparatus was particularly insensitive. It was rather like throwing a bucket of water at a piece of string. The bucket of water representing the transmitter and the string the aerial, only a fraction of the output power hit the aerial, and with insensitive receivers only a minute proportion of the wave that had hit the aerial was audible in the receiver. This accounted largely for the lack of distance obtainable.

Here I am afraid I shall have to bother you with an account of how a valve functions. This clever invention is due to a number of workers. Edison had noticed a slight deposit on the side of electric lamps. This deposit did not increase as one would expect if particles of the glowing filament were flying off. He came to the conclusion that particles were at first thrown off, but that they were negatively charged and following the elementary theory of electricity that like charges repel each other, the inside of the bulb was quickly filled with negative particles and prevented any more from leaving the filament. The filament then went on burning merrily for years, until it became worn out. This became known as the Edison effect but some years after Professor Fleming, an early worker with Marconi, took advantage of this phenomenon.

He made a lamp but sealed a second piece of metal into the bulb with a connection to it from the outside. He led this connection to the positive terminal of a battery and the result was that he caused a continuous stream of those negative particles to fly from the glowing filament to the metal plate connected to the positive battery.

Three Electrode Valve.

Just prior to the War however, an American named De Forest introduced into the Fleming Valve a third electrode which he called the grid and this arrangement is the three electrode valve as we know it to-day.

This apparatus worked not only as a detector of wireless waves but it also functioned as an amplifier.

It is clear from this that if we remove the detecting instrument and put in its place a transformer we can add to this a further valve which will again amplify the signals sent to us. So on until the internal electrical noises become louder than the signals. The limit for ordinary circuits is about three valves. This then was the second milestone.

Modification of Circuit.

The next step forward was the modification of the valve circuit so as to make the valve oscillate continuously.

This development was largely due to an Englishman named Round and apart from other things is the

nearest approach to perpetual motion. The great importance, however, of this invention was to enable a valve to be used as a transmitter.

It is clear that if this machine is coupled to an aerial it will send out a continuous noise into the air and if the continuous noise is broken up by a Morse Key intelligible signals will be transmitted. All big stations now use this type of transmitter. The size of the valve depending on the power. The type we use for communication from Hong Kong to England are as big as footballs and will take 1 k.w. of power. But even these are toys to some that are in use. There is one at Davenport in England of 500 k.w. which is supposed to be the largest single power unit in the world.

As many of you who have wireless receivers know—you can make your own set oscillate which in effect turns it into a small transmitter. You have no doubt also suffered from similar oscillation from neighbouring sets.

The Microphone.

The next milestone was to replace the Morse Key with a microphone exactly the same piece of apparatus as you talk into when using the ordinary telephone.

The wave is said to be modulated by your voice and of course all you have to do to send out music is to put in, in front of the microphone in place of the voice.

Telephony was developed during the War principally for the use of pilots in aeroplanes. After the war broadcasting naturally followed from this.

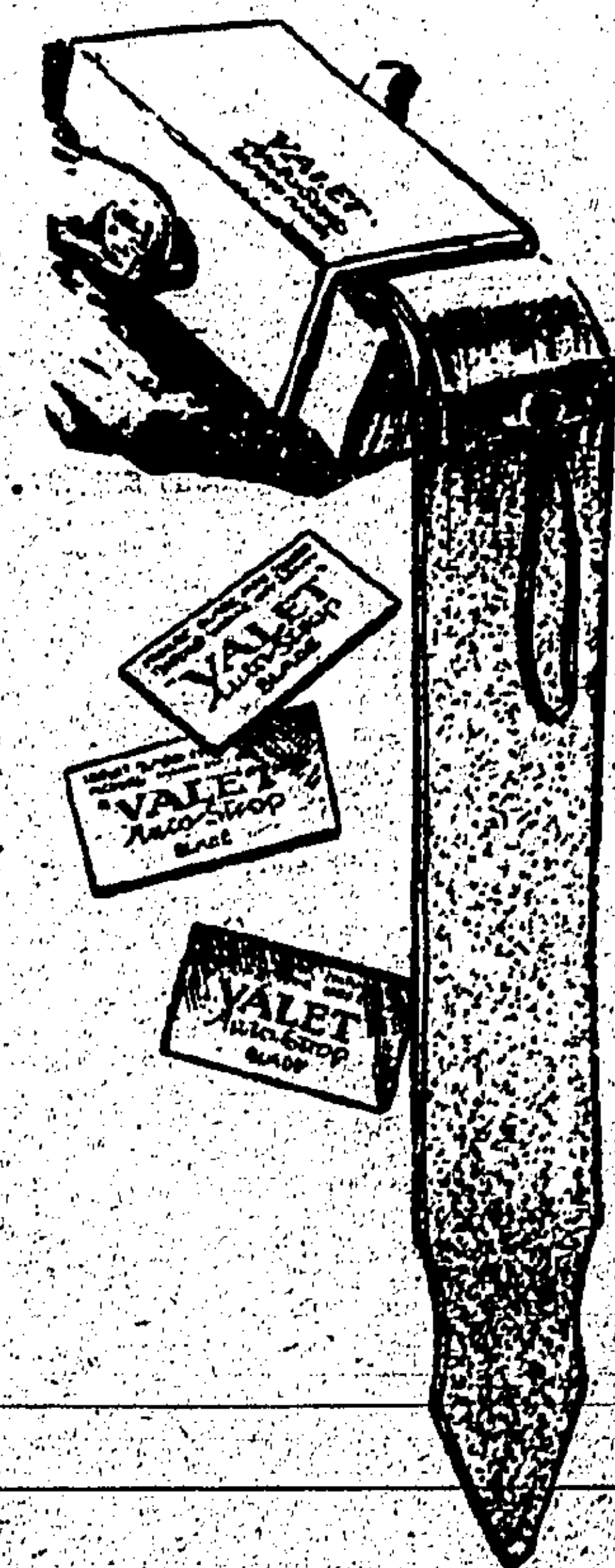
Schoolboy's Achievement.

The next great advance was the discovery of short-wave and beam transmission. The advance was largely due to a Mill Hill schoolboy in England. Wireless had always attracted a large number of amateurs but about 1924 the air was getting so congested that the British Post Office were forced to limit the number of wavelengths allotted to amateurs but at the same time they were told that there was no objection to amateur stations on waves below 70 metres. Wavelengths of this order have never been exploited. In fact they were thought by the engineers to be of little use.

Well this boy built a set tuned to about 50 metres and arranged to call a friend in New Zealand. The first few nights nothing happened but on the fifth night his calls were answered from New Zealand. This made the engineer sit up and take notice, in fact the following week Marconi went off in his yacht the Electra to investigate this strange happening because it was known that this boy had only used a very small transmitting set—the achievement was contrary to all the laws of wireless.

Marconi was even more successful and a theory was at once put forward that this low powered wave must in some manner be conserved and possibly reflected from some medium in the upper atmosphere backwards and forwards to the earth.

That, as a matter of fact, is what had happened. It was discovered that waves below 70 metres after



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SHAVING

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The famous Valet Auto Strop complete with strop and three blades.

There is a stropping device in the razor itself which gives each blade a fresh cutting edge day after day.

No new blade to buy for many a month.

Yet at a price everyone can afford.

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THE AUTO STROP SAFETY RAZOR CO., LTD.

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Hongkong

"VALET"
Auto Strop
Safety Razor



Keep a box of
ZAM-BUK Always Handy

THIS is the most widely-used healing ointment in the world to-day. It is scientifically compounded from rare and highly-refined herbal essences of great soothing and antiseptic power. ZAM-BUK is as successful in the treatment of simple injuries as it is for chronic skin complaints. ZAM-BUK drives poison and disease out of the tissues; it stops pain and itching, and grows new skin. Medicine dealers sell ZAM-BUK.

ZAM-BUK IS FREE FROM ANIMAL FATS.

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Teach your hair the way it should go, let it be always well trained and orderly—use a little ANZORA every morning.

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ANZORA Cream for greasy scalps.
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Sold by Druggists, Hairdressers
and Stores, or from our Agents.

ANZORA
Masters the Hair!

A SHOWS
DAILY
2.30-3.15
7.15-8.30

ORIENTAL

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PERFORMED
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WANDERING
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TO-MORROW—THURSDAY—FRIDAY—SATURDAY
DAY BOXING

THE MONSTER LEAPED AT THE SHARLING
CAT AND THE FIGHT FOR LIFE WAS ON!

Produced by Sam Goldwyn

*One of the heart-pounding scenes
in the greatest jungle thriller
civilized men
have ever seen!*

Drama hid-
den a million
years ago. You
won't see it
anywhere else.

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A NEW
HISTORICAL
RECORD OF THE
JUNGLE OF
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THE BANK ALIVE

First Part of the Great Adventure

KKO-RADIO Present Produced
by the Van Meter Corporation
Presented by Frank Buck

At the
New Theatre
Box Office
100-100
Times Million

ADVERTISEMENTS.

ROYAL SANITARY INSTITUTE.
HONG KONG CENTRE.

EXAMINATIONS for Sanitary Inspectors and in Sanitary Science will be held on February 7th and 9th, 1933.
Candidates should apply to the local Secretary, Education Department, for Application Forms on or before January 31st, 1933.
A. O. BRAUN,
Local Secretary. [232]

DIOCESAN BOYS' SCHOOL SPEECH DAY
ON FRIDAY, JAN. 20TH, AT THE SCHOOL

THE Speeches will start at 3.30 p.m., with The Hon. Sir H. E. Pollock in the chair. The Rt. Rev. the Bishop of Victoria, who will be officially welcomed as chairman of the School Committee, and the Hon. Dr. R. H. Kotewall have also promised to speak.
All those interested in the School, especially Old Boys and parents, are cordially invited to be present, as the Headmaster is very anxious to meet as many as possible.
The speeches will be followed by tea and refreshments. [234]

CHINESE ESTATES, LIMITED.
INTERIM DIVIDEND.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND for year ending 28th February, 1933, of three per cent, that is \$3 per share, will be paid on all shares in this Company on the 21st January, 1933, at the Company's Office at China Buildings, 5th floor.

The TRANSFER BOOK of the Company will be CLOSED from the 14th to the 20th January, 1933, both days inclusive.
By Order of the Board of Directors.
HENRY LOWCOCK,
Secretary.
Hong Kong, 11th January, 1933. [220]

NOTICE.

I have this Day opened my office as a Solicitor, Notary Public, Proctor, Conveyancer, Patent & Trade Mark Agent under the style of DENNIS & COMPANY. My temporary office will be Chung Tin Building, Des Voeux Road Central, First Floor.

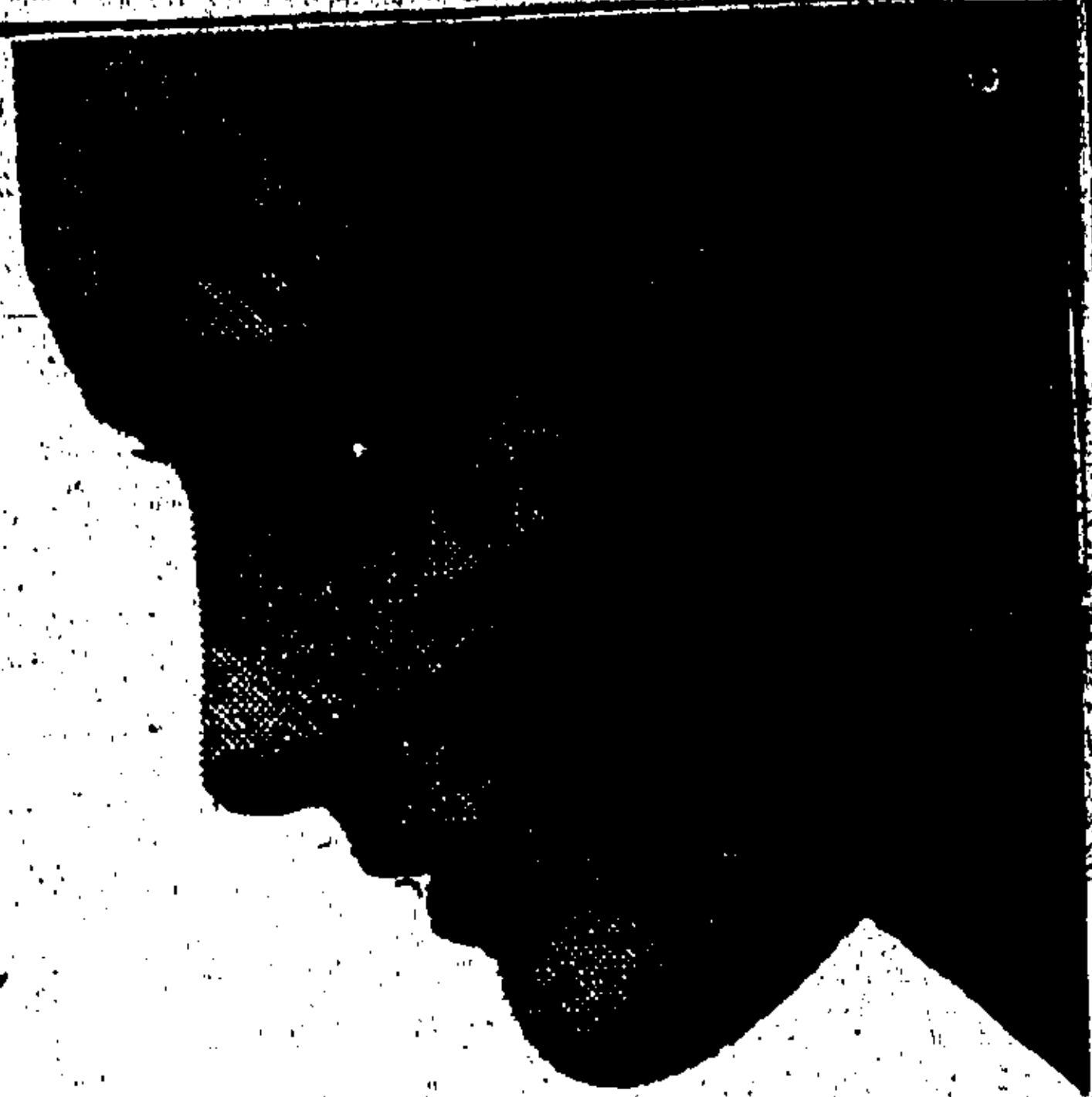
Dated the 2nd day of January, 1933.
H. L. DENNIS. [143]

H.K. BENEVOLENT SOCIETY.

AN Urgent Appeal is made for Winter Clothing particularly for Children.
Many requests for blankets are being made. Any covering of any kind or any thing which could be converted into a covering will be most gratefully received at the City Hall on Mondays and Thursdays between 10.30 and 11.30 a.m.

A COMPREHENSIVE AND COMPLETE REPORT

of the
NEWS OF THE FAR EAST
is given in the
HONGKONG
WEEKLY
PRESS
THE CHINA OVERLAND
TRADE REPORT



ELIZABETH ARDEN has made guessing ages an impossibly difficult game.
She has taught women to hold on to youth, not to hide the ravages of age with cosmetics but to keep their skin young, firm and fresh by scientific care.

There is now a special display of these preparations at Watson's in the new Elizabeth Arden salon, where a trained assistant will show you the correct use of these aids to Beauty.

A. S. WATSON & CO., LTD.
THE HONG KONG DISPENSARY
Est. 1841.

ACKNOWLEDGMENT.

Mr. and Mrs. E. Bloom wish to thank all their kind friends for their deep sympathy and condolences extended to them in their recent and bereavement, also for floral tributes, and attendance at the funeral.
We especially wish to thank the Matron, Sisters, and Nursing Staff at the Victoria Hospital for all they did.

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JANUARY 17, 1933.

THE GOVERNMENT AND CHENG KWOK YAU

Our morning contemporary and its afternoon colleague are doing bad service to British journalism by the manner in which they are conducting their appeal for the revivification of CHENG KWOK YAU. The reason given for the delay in opening the question of clemency is most inadequate. It should have been obvious that it was easier to persuade the Government to grant a reprieve before the Executive Council made its decision than after the formal announcement that the law must take its course. Official "hardening" comes after, not before a serious decision. The silence of Press and public no doubt led the Government to believe that the people of the Colony were content to leave the matter to the Governor-in-Council, the proper authority to decide this question.

Despite the gravity of this crime which involved the importing of Shanghai gummin, there are real grounds for clemency. Four extraordinary strong points stand out in favour of a reprieve: (1) The prisoner's provocation, and the careful nursing of his vindictive anger by the police. (2) The fact that the crime was committed in the heat of passion, and that the prisoner had been taken to the police station on the day of the crime, and that he was not given a chance to defend himself. (3) The fact that the prisoner had been taken to the police station on the day of the crime, and that he was not given a chance to defend himself. (4) The fact that the prisoner had been taken to the police station on the day of the crime, and that he was not given a chance to defend himself.

SALE OF A MOTOR-CAR

LANCIA GARAGE PROPRIETOR SUEDE

Mr. C. Borandi, trading as the Lancia Garage, 308, Hennessy Road, was sued by the Hong Kong Used Cars Ltd., 384-386, Portland Street, Yau-mat, at the Supreme Court yesterday before the Puisne Judge (Mr. Justice Wood), for \$970 being the price of a second-hand Ford saloon-car.

Mr. D. L. Strellett appeared for plaintiff, and Mr. A. of Arculli for defendant.

In putting forward his claim, Mr. Strellett said that some time in April last year, Mr. P. V. Whitta, a representative of the Hong Kong Used Cars, entered into an agreement with Mr. Borandi, proprietor of the Lancia Garage, whereby the two men were to buy certain second-hand cars, from Singapore which were to be re-conditioned and sold. The profits were divided. A firm of accountants were employed to make the financial adjustments.

As a result of certain statements of accounts drawn up, defendant owed Mr. Whitta \$337.18 but to date Mr. Whitta had made no claim. In connection with the statements there were several cars including the second-hand Ford car, the subject of the claim. The car, it was agreed, belonged to Mr. Whitta and was valued at \$900. At the beginning of October, defendant said he would like to have the opportunity of selling the Ford car and it was sent to him by Mr. Whitta about the middle of October, the price for sale being fixed at \$1,100. Subsequently, defendant stated he could not sell it for \$1,100 but could get \$1,000 for it. It was eventually agreed that the price be \$1,000, \$970 payable to plaintiff and the remaining \$30 allowance for defendant.

His Lordship: Where is the car now?

Mr. of Arculli: The car was sold. Mr. of Arculli stated that there were claims against Mr. Whitta by defendant, and plaintiff said that no claim had been made against him by defendant.

from the files.

LOOKING BACK 75 YEARS

Sir Colin Campbell, *The Friend of India* says, has more than justified the expectations of his friends. In twenty-one days he has travelled nine hundred miles, forced an entrance into a city defended by sixty thousand fighting men, relieved a garrison besieged for five months, withdrawn nine hundred sick women and children in the face of an overwhelming force, twice defeated an enemy thrice his own strength, and finally stripped them of every vestige of artillery. —*Hong Kong Daily Press*, Jan. 17, 1858.

LOOKING BACK 50 YEARS

The long continued drought, combined with the desiccation of the atmosphere, has conducted to bring about a state of aridity and dryness such as I have not known for years. Besides drying up many of the streams and wells, it is seriously affecting the gardens and materially injuring the prospects of the Flower Show. —*Hong Kong Daily Press*, Jan. 17, 1933.

Looking Back 25 Years

The Peak Tramway Company have deposited with the Director of Public Works an amended plan of the route of the new tram line. An advertisement informs owners of property adjacent to the line, and the general public interested in the effect of the line upon the Public Gardens, that the plan and drawings will remain open for their inspection for one month. —*Hong Kong Daily Press*, Jan. 17, 1908.

A Chinese woman was brought before Mr. Wynne-Jones at Central Magistrate's yesterday on a charge of being in possession of two bombs, two detonators and two rounds of ammunition. Detective Sergeant D. O. Macdonald is applying for the case to be taken summarily and that the defendant be committed to prison for one month. The woman, who is named as Mrs. Yau, was brought before the Magistrate on Saturday and intended to leave for her home in the evening, when she was arrested. Her husband, who was also brought before the Magistrate, was committed to prison for one month.

★ News and Views ★

Always the Lady!

Willesden Magistrate—Is this a man or a woman you want a summons against?
Applicant—Well, I should have called her a lady if she had not hit me on the nose.

The Begum's Quip.

The Begum Shah Nawaz, the first woman of her race to address an audience in London's ancient Guildhall, spoke pertinently when she said that an English dictionary described woman as "the better half" in Russia they called her "the sweeter half," but she had yet to find the dictionary which described her as "the equal half."

Two Heads!

Premier Mussolini, endeavouring to increase the acre yield of wheat in Italy, has recently distributed \$25,000 in prize money among farmers who have accomplished the most in that direction. The recipients probably are convinced of the truth of the old maxim to the effect that two heads are better than one—except in the case of dictatorships.

Book Dates.

The old custom of printing on the title page of a book the year of publication has, to a large extent, fallen into disuse. A fair estimate can usually be made by study of the contents, but a date would certainly be useful, if only to succeeding generations of readers. In Philip Gibbs' *Anxious Days*, the first hint one gets of the date is a reference to girls' legs, gradually disappearing. That will be no guide ten years hence.

Time's Whirligig.

The new German Minister in Baghdad, Dr. Grobba, while an officer serving on the Palestine front during the Great War, fought against King Faisal, the monarch to whose Court he is now accredited, and who was then the Emir Faisal, Lawrence's famous ally.
Dr. Grobba was German Minister at Kabul when Sir Francis Humphreys, now his diplomatic colleague at Baghdad, was British Minister there charged with the responsibility of getting all the Europeans out of town.

The Bishop's Don'ts.

You must neither drink, smoke, nor over-eat and you must take regular exercise if you wish to keep fit, says that noble Spartan, the Bishop of London. He is no bigot, however, for he allows the average man a loophole in the matter of smoking and drinking, only stipulating that there should be moderation. Although he has passed his 74th birthday, he still plays squash racquets, lawn tennis, and golf, and he is no mean opponent. Friday in each week is set aside for golf, and he will go out for a round at Walton Heath on a pelting wet day when even the hardest members have refrained from play, preferring to "bridge" the gulf between luncheon and dinner.

The Cause of Science!

America is fond of odd experiments. A newspaper from that country explains one of them as follows:—

Akron, Ohio, marvels at the persistence of a spider which for 20 days has tried to lash her web between the moving hands of a clock. No sooner is the silken skein in place than the relentless and the persistent spider starts building again. Director H. L. Madison of the Cleveland Museum of Natural History believes the spider may have a brood of her young within the clock and needs sustenance for the stop and the spider wins. And anyway, she has already amazed most of the idle clock watchers in Akron into some kind of a job.

Sir Samuel Hoare.

Sir Samuel Hoare, the Secretary of State for India, is at present the chief of the India Office. He is one of the leading figures of the Conservative Party, and stands out among British political leaders as a man who has grasped fully the implications of the Indo-British controversy. In his quiet and orderly study overlooking St. James's Park, he impresses by his sincerity and solidity. He has the fundamental sense of fairness that is the keynote of English sportsmanship—in which sphere, by the way, he fills an unusual niche. Sir Samuel is an expert skater, and he frequently forges affairs of state to give displays of his art on the ice rink. He has, indeed, been the chief figure at many a gala held in the mansions of Mayfair for some charitable purpose.

The Naval Adjunctive.

A characteristic Lord Fisher story is told in Mr. Desmond Young's *Ship Ashore*, which is the record of his father, Commander Sir Frederick Young.

Commodore Young was head of the Admiralty Salvage Section during the War. On one occasion Fisher, fed up with the slow progress of our anti-submarine campaign, sent for him.

"Look here," he said abruptly, "can you close the hole in the wall" at Portland against submarines quickly?"

"Yes," said Young, "if you give me what I want."

"What do you want?"

"An old battleship."

"You can have the Hood. She's there already. How long will the job take?"

"Inside a week."

"Good. My people want six months. When do you start?"

"This afternoon. You won't mind," Young added, "if I sink her bottom up?"

"Bottom up or any b—how," replied Fisher; and the interview ended.

The hole was closed within the week.

DIARY OF LOCAL EVENTS

TO-DAY
(January 17)

(XII Moon 21st Day)

Lammert's Auction: Old and Surplus Naval Stores, H.M. Dockyard, 9.30 a.m.
Yau-mat School Prize-giving, 11 a.m.
Rotary Club Tiffin, 1 p.m.
Sanitary Board Meeting, 4.15 p.m.
Concert, Helena May Institute, 5.30 p.m.
Theatres.
Queen's: "The Quardaman."
Central: "Bird of Paradise."
King's: "Phantom President."
Oriental: "Pardon Us."
World: "Cracked Nuts."
Taiping: "Amateur Daddy."
Star: "Call of the Sea."
Majestic: "This is the Night."

Sport.
Billiards:—Open Championship: A. P. Pereira, jnr. v. S. M. da Cruz (St. Patrick's Club), 8.30 p.m.

Hockey:—Mamak: Tournament: 12th Battery v. R.A.M.C. (Sookm-poo), 4 p.m.; Wishart v. Veteran (Navy Ground), 4 p.m.

Dances.
Tea Dances at Gloucester Building, King's Restaurant, and Hong Kong Hotel.

Dinner Dances at Hong Kong Hotel, King's Restaurant and Peninsula Hotel.

Principal Malls.
Outward: "Air Mail Service," Saigon-Marseilles, D'Artagnan, 1 p.m.

Europe via Suez, D'Artagnan, 2.30 p.m.
Europe via San Francisco and via Siberia, Pres. Wilson, 6 p.m.
Sunrise:—7.08 a.m.; Sunset: 6.01 p.m.

Tides:—High at 0.02 and 13.43; Low at 7.20 and 16.25.

WEDNESDAY
(January 18)

(II Moon 22nd Day)

St. Stephen's Girls' College speech day, 3 p.m.
Hong Kong Philharmonic Society presents "The Fountain of Youth," King's Theatre, 9.30 p.m.

Auctions.
Lammert's Auction of Old and Surplus Naval Stores, H.M. Dockyard, 9.30 a.m.

Sale of Crown Land, District Office, Tai-po, 11.30 a.m.
China Auction Rooms, leasehold property, 3 p.m.

Sport.
Billiards:—Open Championship: L. E. Remedios v. W. Hill (St. Patrick's Club), 8.30 p.m.

Hockey:—Mamak: Tournament: Tamar v. German Club (King's Park), 4 p.m.; Friendly match: Hong Kong Hockey Club seniors v. South Wales Borderers (U.S.R.C. ground), 5 p.m.

Theatres.
Central: "The Bird of Paradise."
King's: "The Phantom President."
Queen's: "The Guardsman."
World: "Show Girl in Holly-wood."
Taiping: "Resurrection."
Star: "Call of the Sea."

Local and General

Four cases of small-pox, three of diphtheria and one of enteric were notified during Saturday and Sunday.

Dr. W. B. A. Moore, Deputy Director of Medical and Sanitary Services, and Mrs. Moore, have returned to the Colony.

For having anchored their craft inshore at the No. 2 wharf, Kowloon dockers, three boatpeople were fined \$10 each by Commissioner Hoie at the Marine Court yesterday.

H.E. the Governor, Sir William Peel, K.C.M.G., K.B.E., has consented to distribute prizes and certificates at the Central British School, on Monday, February 6, at 5 p.m. The function will be held in St. Andrew's Church Hall.

At 6 o'clock this evening from the Broadcasting Studio, the Hon. Mr. J. P. Bragg will propound the question: Should there be an Empire Products Fair this year? He will furnish the reply and the explanation therefor.

For being in possession of two bombs, two detonators and two rounds of ammunition, Detective Sergeant D. O. Macdonald is applying for the case to be taken summarily and that the defendant be committed to prison for one month. The woman, who is named as Mrs. Yau, was brought before the Magistrate on Saturday and intended to leave for her home in the evening, when she was arrested. Her husband, who was also brought before the Magistrate, was committed to prison for one month.

The annual prize distribution of the Ellis Kadorie School for Indians will take place on Thursday next, January 19, at 11 a.m. when Mr. Arculli will distribute the prizes.

The lake at Yenching University (Peiping), has been converted into an excellent skating rink this year. The whole lake has been flooded and is kept in splendid condition. Electric lights have been erected around the lake, so that the rink is just as popular in the evenings as in the daytime. The college ice hockey team, comprising 30 members, have been practising hard during the last few weeks.

Further evidence was taken in the case against a Chinese woman, living at 418, Shing-shui Street, Yau-mat, on a charge of alleged cruelty to her mother-in-law. Dr. Graess Orazio gave evidence in respect of the marks on the girl's arm, which were said to have been caused by the defendant when she deliberately burnt the child's arm with a pair of hot tongs. The hearing was adjourned until Wednesday, January 18.

A sixteen-year-old Chinese girl, who wanted to become an apprentice seamstress, was refused employment in the profession as a result of the instruction given by the Tokyo Home Office to the Customs police station, Kowloon, which received the application from the girl and referred the matter to the Home Office.

A sixteen-year-old Chinese girl, who wanted to become an apprentice seamstress, was refused employment in the profession as a result of the instruction given by the Tokyo Home Office to the Customs police station, Kowloon, which received the application from the girl and referred the matter to the Home Office.

Before Commander G. F. Hole at the Marine Court yesterday, Capt. D. Thomas, master of the s.s. Spintan was charged with not having his ship searched by the Police before sailing. Defendant pleaded guilty and was fined \$200.

Mr. Bruce Lancaster and Miss Jessie Bancroft Payne were married on December 22, at the American Consulate in Kobe. Mrs. Lancaster is a grandniece of Charles Dickens, and also of George Bancroft, the historian. In 1929 "Black Sheep," her first novel, appeared, and she has a second one which is coming out in the spring.

Messrs. Utomasi and Asasudani Company of 35, Wyndham Street, were summoned before Mr. Wynne-Jones at Central Police Court yesterday for being in possession of labels, batteries and flashlight bearing marks which closely resembled the registered trade mark of the National Carbon Co., makers of the Eveready batteries and flashlights. The defendants pleaded guilty and were fined \$200 and ordered to pay \$150 costs to the complainants.

The first annual meeting of the Hong Kong Peace Group, a voluntary organization founded last year by local patriots to disseminate information on the subject of peace-making, the symposium and kindred matters, took place at the Victoria Hotel last evening. The meeting was presided over by Mr. J. P. Bragg, who welcomed the guests and referred to the importance of peace in the present world situation.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W.
ON 355 METRES

- 11 to 11.30 a.m.—Stock and exchange quotations, weather report.
- 11.30 a.m.—Chinese recorded programme.
- 12.30 p.m.—European programme of Columbia records.
- 1 p.m.—Local time and weather report.
- 1.30 p.m.—A relay of the Speech from the Rotary Club Tiffin at Gloucester Building Restaurant—Mr. P. L. Collinson on "Red Taps and Green Pencils."
- 2 p.m.—Close down.
- 4.30 to 7 p.m.—Chinese recorded programme.
- 7 to 10.30 p.m.—European programme.
- 7 p.m.—Closing local stock quotations, selected London and New York stock quotations, etc.
- 7.15 to 7.47 p.m.—

Orchestral and Band Music.

- "Maritana"—Selection (Wallace, arr. Blincoe).—Bert Ralston and his Havana Band.—9.11.
- "Les Sirenes" (Waldteufel).—Reg. Band of H.M. Grenadier Guards.—9.18.
- "The Lark's Festival" (Brewer).—The Two Little Finches (Kling).—Reg. Band of H.M. Grenadier Guards.—9.23.
- "Jolly Fellows"—Waltz (Vollstedt).
- "Hydronauten" (Gungl).—New Concert Orchestra.—9.34.
- 7.47 to 9 p.m.—

Octette.

- "Memories of Devon" (Evans).—Collette" (Fraser-Simson).—J. H. Squire Celeste Octette.—9.31.
- "Rondo Capriccioso" (Mendelssohn, arr. Mulder).—J. H. Squire Celeste Octette.—9.37.
- 9 p.m.—Local time and weather report.
- 9.40 to 9 p.m.—

From the Studio.

Selections by the President Wilson Orchestra, directed by Mr. S. Cherson.

Programme.

- Roy Hans (Violin), Joe Risco (Saxophone, Guitar), Robert Fischer (Cello), Don La Roe (Piano).
1. March—Marche Militaire No. 1 (Schubert).
2. Tango—Goodnight Vienna (Posford).
3. Ballad—Love Came Calling (Zamconik).
4. Selection of College Songs—Campus Memories (arr. Serady).
5. Vocal Solo—(a) Home on the Range (Ginn); (b) The Voice (Continued on next column.)

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NEW INFANTRY PACK

To Carry Mess-Tin And
Iron RationsHALF DISCARDED FOR
"FIGHTING ORDER"

A pack that divides in two, the lower half being detachable, so that it can be left behind when the soldier goes into battle, is the most prominent feature of the soldier's new equipment. This Mills type equipment is being issued simultaneously with the new clothing.

The governing principle in the design of the new equipment has been to ease the soldier's movements as much as possible, so that he can develop his agility and mobility to the full.

Instead of the overloaded and heavy-footed infantryman, each decorated like a Christmas tree, who trudged forward in lines, and too often were cut down in swaths by the enemy machine-guns, our new infantry tactics are seeking to develop a true light infantry.

The new infantryman must be able to run like an athlete across bullet-swept zones from cover to cover, or to wriggle along like a stalker and thread his way through undergrowth with silent swiftness.

For Free Movement.

With this principle in mind a first aim has been to get rid of any article of equipment that dangled round the hips and could obstruct the wearer's movement.

Hence the haversack has been abolished. In place of it and the present pack a two-piece pack has been produced. Normally the two halves will be buckled together in a simple but ingenious way.

The top half will, it is understood, contain the soldier's minimum necessities, such as his mess-tin, iron ration, and canteen. This he will carry into battle. But the lower half of the pack, with the less essential parts of his kit, will be detached and left behind, being brought up to him when circumstances permit after the operation has been completed.

- in the Old Village Choir (Wood).—Robert Fischer.
6. Medley of Southern Airs—Ole South (Zamnik).—(Dedicated to Captain Makepeace Kidley).
7. Fox Trot—Sing You Sinners: Fox Little So and So; I'm Yours for To-night.
8. Fox Trots—You're Telling Me: Please; All American Girl.
9. Vocal Solo—Take Me Away; Was That All I Meant to You.—Don La Roe.
10. Waltz—Why Can't This Go on Forever; Waltzing in a Dream; Masquerade.
11. Fox Trot—Underneath Harlem Moon; Let's Have a Party; Let's Put Out the Lights.
12. Fox Trots—Now You've Got Me Worrying for You; Say It Isn't So; Crazy People.

From the Studio.

An address by the Hon. Mr. J. P. Braga on the "Empire Fair" shortly to be held in the Colony.

9.30 to 10.27 p.m.—

Variety.

- Song—"I Want Your Heart"—Ina Souez (Soprano).—DB839.
- Banjo Solo—"Indian Love Call"—Eddie Peabody.—DB812.
- Humorous Duet—"It's the Woman Who Pays"—Chick Endor and Charlie Farrell.—DB866.
- Instrumental—"You'll Find Your Answer in My Eyes"—The Four Bright Sparks.—CB43.
- Vocal Quintette—"Auld Scots Songs"—Medley.—The Maestros.—DX214.
- Humorous Song—"If They Ever Had an Income Tax on Love"—Florence Oldham.—DB724.
- Orchestral—"The Dicky Bird Hop"—Bournemouth Municipal Orchestra.—DB864.
- Vocal Gems—"Bow Bells"—Columbia Light Opera Company.—DX302.
- Song—"Love Everlasting"—Ina Souez (Soprano).—DB839.
- Banjo Solo—"Rhapsody in Blue"—Eddie Peabody.—DB812.
- Humorous Duet—"My Wife's First Husband, John"—Chick Endor and Charlie Farrell.—DB866.
- Instrumental—"Little Lonely Lady"—The Four Bright Sparks.—CB43.
- Humorous Song—"Hang Out the Stars in Indiana"—Florence Oldham.—DB724.
- Orchestral—"Roseswood Riddle"—Bournemouth Municipal Orchestra.—DB864.
- Vocal Gems—"Hold My Hand"—Columbia Light Opera Company.—DX302.

10.27 p.m.—Rugby mid-day Press news.

10.30 p.m.—Close down.

All records in the above European programmes are supplied by Messrs. Anderson Music Co.

The Studio programme between 9.30 and 7 p.m. may, on any day, be replaced by a relay from England, if reception of the latter happens to be good.

American Shipping During 1932

"THINGS ARE GETTING BETTER"

(BY R. STANLEY DOLLAR)

(President, Dollar Steamship Lines, United States Lines and American Mail Line).

That confidence and optimism have returned, not only to ship-owners but to all other business and trade activities, is the big factor to be considered in the United States to-day. Out of the depths of depression the mid-year brought a shadowy, almost imperceptible change for the better. So accustomed to economic hardships, business men of the nation hardly could credit the fact that the upturn had started. Then from all sides seemed to come the glad opinion, "things are getting better." This rose to a cry which swept from Atlantic to Pacific. Then confidence and optimism took command and what at first was but a slimy improvement was nursed into strength. Until to-day the United States is going ahead with a firm, steady stride which eventually will lead to the goal of "good times."

Normal Times Returning?

In my opinion this trend toward betterment is not temporary nor is it a mere spurt in business which will dwindle after a certain period. Each day brings new lines of commercial activity which join in the opinion that the backbone of the Depression has been broken and that normal times are returning. Re-employment is on the way and that is of major importance. We never will be back to true prosperity until our unemployed once more are busy. Every effort is being made by employers to bring about this happy condition.

That prosperity is immediate, or as so often described as being "just around the corner" is over-optimistic. But, with the confidence which has been born in our people by this trend toward good times I feel there can be no failure in the battle of business against an economic depression, such as the United States never knew before in its history.

That shipping is looking better and better is an opinion I have reiterated frequently in the past few months. Volume is increasing gradually and I believe will continue to pick up steadily. Ship-owners and operators can afford to take cheer in the trend of the last few months. It is a certainty that we could not have reached a much lower level than observed some six months back. Now there can be no question but that sentiment among the shipping fraternity in this country is much better. However, shipping men are not unkindful of the fact that there is still much surplus tonnage in the Trans-Atlantic trades, with new Italian lines, the English and French lines and other ships planning to go into commission soon.

Shipbuilding.

The volume of merchant shipbuilding throughout the world for the first time in fifty years has fallen below the 1,000,000 ton mark, as was recently revealed by Lloyd's Register of Shipping. Decreases were reported in the quarter between June and September by all

nations except Japan, which showed a slight increase. In the case of the United States this comparatively slight decrease may be described to completion of vessels in our government's ambitious merchant shipbuilding programme, which was made possible under the provisions of the Jones-White Act. Notable in the 1932 list of completed ships which were built under the beneficent scope of this Act, an aid which did more for American shipbuilding than anything in the history of the industry, appear the United States liner Manhattan, the largest ship ever built in our country; the Monterey of the Matson Line, with their "Lurline" rapidly reaching readiness; the Grace Line's Santa Rosa, with three sister ships crowding close behind her, and the Chiqui, Antigua, Veragua and Quirigua of the United Fruit Company.

When the turn for the better came around the middle of this year, shipping almost immediately. Several big spurts in the Eastbound intercoastal trade (North Pacific to North Atlantic) and also to the United Kingdom were noted, but as is usual with such sensational advances they soon declined. However by now there has been a good pickup in many routes, notably the Oriental, Hawaiian, Australian and West-bound intercoastal, all showing steady gains which are holding. Every service in which the Dollar Line is engaged has shown slight accumulative gains in tonnage since mid-summer. Of our country's volume of laid-up tonnage, a bit of it has gone back into service since summer and more may be expected monthly.

Conference Control.

Despite previously disturbed conditions it is noticeable that conference control has been restored to a great extent after a moderate breakdown in 1931. In many cases rates have been raised, but of course not to the levels prior to the dissolution of the conferences. However, bulk freights have been and still are moving at very unattractive rates.

Conservative management and cheaper operation are two lessons which came out of the difficult period of the depression. Necessity of retrenchment taught shipowners, not only in the United States, but elsewhere new ways to operate and still provide adequate and efficient service.

Closer co-operation of shipowners of all nations in trade routes all over the world, is absolutely essential in order to hasten the return of prosperity to shipping. With this accomplished, equitable rates could be established and maintained, thus placing shipping on a firm basis.

In conclusion, I believe that the present rate of gain shown in American shipping is indicative of a material upward trend in business of the world, for the improvement in this industry in one country cannot fail to react favourably throughout the world.

THE JAPANESE SHARE MARKETS

A REVIEW OF 1932

Tokyo, Jan. 1.—The reimposition of the gold embargo was a great fillip to the Japanese share market where heavy speculative investments caused prices to advance sharply. With no real improvement in the financial world, but with a rise in interest and an increase in imports, the market witnessed a sharp setback later on. In July, however, the market again picked up, as the Government inflation policy took definite shape. A favourable turn in Japan's position in Geneva accentuated the upward movement. Then there was a money to securities' crisis in anticipation of devaluation. Tokyo Stocks new issue jumped to ¥900. In the industrial section the most popular were the Nichiro Fisheries, the Nippon Rayons and the Nippon Sangros (Mine), in which leading speculators concentrated activity. The following are the price fluctuations of the two leading shares: Tokyo Stocks new and Kanegafuchi:

	High	New High	Low
Jan.	¥179.4	¥151.5	¥230.9
April	183.4	135.8	203.5
June	146.3	128.1	203.0
July	152.3	131.6	207.8
Oct.	180.5	159.2	220.6
Dec.	222.1	178.2	274.8

In reviewing the events in the year, one must not omit to mention the marked increase in cartels, trusts and other methods of control.

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POWELL'S SALE NOW PROCEEDING

Owing to the winter months being unseasonable large stocks are still on hand in all departments. Drastic reductions have therefore been made to ensure clearance before stocktaking.

DO NOT MISS THIS OPPORTUNITY

OVERCOATS



A large selection of fancy tweed, navy, brown and grey fleecy, blue nap, Scotch and English Homespuns etc.

33 1/3 % discount of regular prices

GREY FLANNEL TROUSERS \$9.95 per pair.

SHIRTS & PYJAMAS



Fancy tunic shirts in all sizes will be cleared at \$3.95.

WORTH DOUBLE
Dress ... \$3.95
Tennis ... \$3.95
Pyjamas ... \$6.75 (Usually \$10.50).

HALF PRICE
Toilet cases, pocket wallets, silk scarves, oddments in COLLARS.

SOCKS & HOSE



A large assortment of plain and fancy cashmere and worsted socks are on offer in all sizes at prices

\$1.00 \$1.45 \$1.75 & \$1.95
They are bargains which should not be missed.

GOLF HOSE \$1.00 \$2.95 \$3.75.

33 1/3 %

DISCOUNT OFF TRAVELLING RUGS

GLOVES HALF-PRICE.

DRESSING GOWNS



Never before have we offered such an assortment of wool dressing gowns. They are being cleared at

33 1/3 %

discount off regular prices. They range from \$16.33.

GLYNN & CO'S HATS



Made from pure fur, renowned for their quality and durability. A large assortment of oddments at

HALF PRICE
WOOL FELT HATS \$3.95
TWEED HATS & CAPS.

POWELL'S
GUARANTEE ALL GOODS IN THEIR SALE TO BE GENUINE BARGAINS

20 % discount will be allowed off all REGULAR STOCK.

SEE WINDOWS

PULL-OVERS AND SWEATERS



In many fancy designs in all sizes and colourings at 33 1/3 % discount off regular prices. Many priced at \$5.75 and \$9.75 which have been drastically Reduced.

ODDMENTS IN UNDERWEAR Reduced to \$3.95 Usually \$7.50 to \$9.75.

SUITS

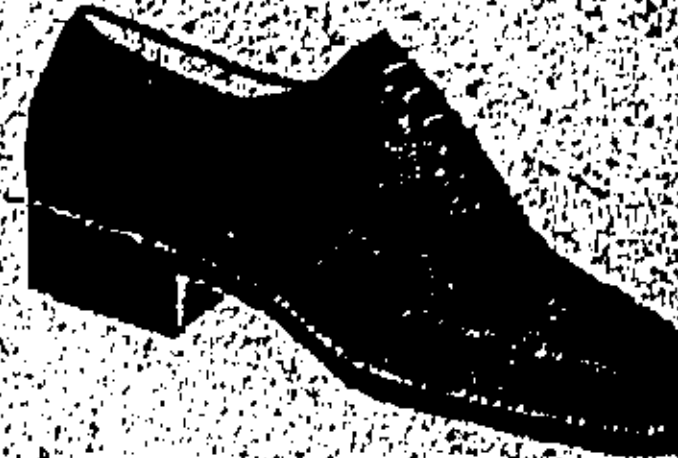


Many fancy tweeds and worsted have been taken out and marked at \$75 for the suit to measure. They are usually \$105 to \$125.

READY-TO-WEAR SUITS HALF-PRICE.

SILK TIES AND HANDKERCHIEFS HALF PRICE.

BOOTS & SHOES



Oddments in black and brown, also patent leather, will be cleared at prices ranging from \$9.95.

SLIPPERS from \$3.95

You are invited to call and inspect the many bargains besides those enumerated above

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DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

MONDAY, JANUARY 16.			
Sell	Buy	Share	Share
Banks			
\$1.675	211 1/2	H.K. Banks	\$1.680
211 1/2	211 1/2	Do. (London)	211 1/2
211 1/2	211 1/2	Chartered Banks	211 1/2
211 1/2	211 1/2	Mercantile Bks. "A"	211 1/2
211 1/2	211 1/2	Do. "C"	211 1/2
211 1/2	211 1/2	Bank of East Asia	211 1/2
211 1/2	211 1/2	N. C. & S. Banks	211 1/2
211 1/2	211 1/2	Am. O. Fin. Corp. M	211 1/2
211 1/2	211 1/2	China Fin. Corp. Ord.	211 1/2
211 1/2	211 1/2	Do. Prof.	211 1/2
211 1/2	211 1/2	T. 1.80	211 1/2
Insurance			
211 1/2	211 1/2	Canton Insurance	211 1/2
211 1/2	211 1/2	Underwriters	211 1/2
211 1/2	211 1/2	Union Insurance	211 1/2
211 1/2	211 1/2	China Fire	211 1/2
211 1/2	211 1/2	H.K. Fire	211 1/2
211 1/2	211 1/2	International Assoc.	211 1/2
211 1/2	211 1/2	T. 1.15	211 1/2
Shipping			
211 1/2	211 1/2	Douglases	211 1/2
211 1/2	211 1/2	Steamboats	211 1/2
211 1/2	211 1/2	Indos (prof.)	211 1/2
211 1/2	211 1/2	Do. (def.)	211 1/2
211 1/2	211 1/2	Shells	211 1/2
211 1/2	211 1/2	Waterhouse	211 1/2
211 1/2	211 1/2	T. 1.80	211 1/2
Mining			
211 1/2	211 1/2	Bongata	211 1/2
211 1/2	211 1/2	Venezuela Gold Flds.	211 1/2
211 1/2	211 1/2	Kailans	211 1/2
211 1/2	211 1/2	Langkats (single)	211 1/2
211 1/2	211 1/2	Explorations	211 1/2
211 1/2	211 1/2	Shanghai Loans	211 1/2
211 1/2	211 1/2	Tronoh Mines	211 1/2
211 1/2	211 1/2	Bongat Explorations	211 1/2
211 1/2	211 1/2	Docks, Wharves, Godowns, etc.	211 1/2
211 1/2	211 1/2	H.K. & K. Wharves	211 1/2
211 1/2	211 1/2	Provident (old)	211 1/2
211 1/2	211 1/2	Do. (new)	211 1/2
211 1/2	211 1/2	H.K. & W. Docks	211 1/2
211 1/2	211 1/2	S. China Motors "A"	211 1/2
211 1/2	211 1/2	Do. "B"	211 1/2
211 1/2	211 1/2	Shanghai Docks	211 1/2
211 1/2	211 1/2	New Engineering	211 1/2
211 1/2	211 1/2	Hongkew	211 1/2
211 1/2	211 1/2	T. 1.80	211 1/2
211 1/2	211 1/2	T. 1.80	211 1/2
Buildings			
211 1/2	211 1/2	H.K. Hotels (old)	211 1/2
211 1/2	211 1/2	Do. (new)	211 1/2
211 1/2	211 1/2	H.K. Lands	211 1/2
211 1/2	211 1/2	Langkai Lands	211 1/2
211 1/2	211 1/2	Metropolitan Lands	211 1/2
211 1/2	211 1/2	H.K. Realities	211 1/2
211 1/2	211 1/2	China	211 1/2
211 1/2	211 1/2	Do. Debentures	211 1/2
211 1/2	211 1/2	Humphreys	211 1/2
211 1/2	211 1/2	Asia Realty "A"	211 1/2
211 1/2	211 1/2	Do. "B"	211 1/2
211 1/2	211 1/2	China Estates	211 1/2
211 1/2	211 1/2	Cotton Mills	211 1/2
211 1/2	211 1/2	Ewos	211 1/2
211 1/2	211 1/2	S'hai Cottons	211 1/2
211 1/2	211 1/2	Zong Sing	211 1/2
211 1/2	211 1/2	Wing & Fertilis (S)	211 1/2
211 1/2	211 1/2	Public Utilities	211 1/2
211 1/2	211 1/2	Tramways	211 1/2
211 1/2	211 1/2	Peak Trans (old)	211 1/2
211 1/2	211 1/2	Do. (new)	211 1/2
211 1/2	211 1/2	Star Ferries	211 1/2
211 1/2	211 1/2	Yamutai Ferries (old)	211 1/2
211 1/2	211 1/2	Do. (new)	211 1/2
211 1/2	211 1/2	China Lights (old)	211 1/2
211 1/2	211 1/2	Do. (new)	211 1/2
211 1/2	211 1/2	H.K. Electric	211 1/2
211 1/2	211 1/2	Macao do	211 1/2
211 1/2	211 1/2	Sandakan Lights	211 1/2
211 1/2	211 1/2	Telephones	211 1/2
211 1/2	211 1/2	Do. (new)	211 1/2
211 1/2	211 1/2	China Buses	211 1/2
211 1/2	211 1/2	Tractions	211 1/2
211 1/2	211 1/2	Do. (prof.)	211 1/2
211 1/2	211 1/2	Industrials	211 1/2
211 1/2	211 1/2	Malabon Sugars	211 1/2
211 1/2	211 1/2	Calbeck, (ord.)	211 1/2
211 1/2	211 1/2	Macgregors (prof.)	211 1/2
211 1/2	211 1/2	Canton Lica	211 1/2
211 1/2	211 1/2	Gemants (comb.)	211 1/2
211 1/2	211 1/2	Do. (old)	211 1/2
211 1/2	211 1/2	Do. (new)	211 1/2
211 1/2	211 1/2	Ropes	211 1/2
211 1/2	211 1/2	Ch. Agenciers	211 1/2
211 1/2	211 1/2	Miscellaneous	211 1/2
211 1/2	211 1/2	Dairy Farms	211 1/2
211 1/2	211 1/2	Der A. Wings	211 1/2
211 1/2	211 1/2	Amusements	211 1/2
211 1/2	211 1/2	Ch. Etainments	211 1/2
211 1/2	211 1/2	Constructions (old)	211 1/2
211 1/2	211 1/2	Do. (new)	211 1/2
211 1/2	211 1/2	Lane Crawford	211 1/2
211 1/2	211 1/2	Macintoshes	211 1/2
211 1/2	211 1/2	Nanyang Tobacco	211 1/2
211 1/2	211 1/2	Sinceres	211 1/2
211 1/2	211 1/2	Watsons (old)	211 1/2
211 1/2	211 1/2	Do. (new)	211 1/2
211 1/2	211 1/2	Wm. Powell	211 1/2
211 1/2	211 1/2	M. Greyhound	211 1/2
211 1/2	211 1/2	S. C. Enterprises	211 1/2
211 1/2	211 1/2	United Theatres	211 1/2
211 1/2	211 1/2	H.K. Govt. Loans	211 1/2
211 1/2	211 1/2	Wallace Harper	211 1/2
211 1/2	211 1/2	China Sports Ltd.	211 1/2
211 1/2	211 1/2	H.K. Wing On	211 1/2
211 1/2	211 1/2	S'hai	211 1/2

MONEY AND MARKETS

FINANCIAL NOTES FROM LONDON

JAPANESE COMPETITION IN COTTON GOODS—CUSTOMS RECEIPTS STILL UP: CARRERAS PAY 35% DIVIDEND: BRITISH MONETARY POLICY: INTERNATIONAL DEBTS

(Special Air-Mail Service)

LONDON, Dec. 29.

Sales of Australian Wheat.
The chartering of tonnage for grain from Australia to the Far East and also to Europe has been prominent this week in the freight markets. Australian grain has been bought largely for the Far East which has bought Canadian grain as well—to be shipped from British Columbia. Many of the vessels which have been chartered to load Australian grain for Europe are making the long voyage from the United Kingdom to the Commonwealth in ballast, and some of them are known to have been ships which were laid up. It is suggested in the freight markets that some owners have been more concerned to compare the estimated financial results of the charters with the costs incurred in keeping the ships laid up than to earn depreciation on the ships and interest on the capital.

Japanese Competition in Cotton Goods.
As from September 30, last, members of the Japan Cotton Spinners' Association have been curtailing their production by 35.9 per cent., as compared with a curtailment of 30.8 per cent. in the first nine months of the year. The decision to restrict output further is believed to have been influenced by the increase in the Indian import duty on cotton piece goods of non-British manufacture which came into operation at the beginning of August.

Customs Receipts Still Up.
This week figures showed a further expansion in Customs receipts, the past week's total of £2,221,000 compared with £2,458,000 in the corresponding week of 1937. Since the beginning of the financial year the new duties have been responsible for an increase of £220,000,000 in the receipts. The total from April 1 to Dec. 17 is £21,800,000, compared with £20,971,000.

Chinese Engineering and Mining Co., Ltd.

The Twentieth Annual Ordinary General Meeting was held in London on Dec. 20. In presenting the accounts the Chairman said: "The accounts show a gratifying improvement over those of the preceding year, the net available balance after providing for income tax being £168,838. Out of this surplus, in addition to the interim dividend of 2½ per cent, free of tax, paid on May 4 last, we now propose to pay a balance dividend of 5 per cent, free of tax, thus making the dividend for the year 7½ per cent, as against 2½ per cent. for the preceding year." In referring to the Kailan Mining Administration, the chairman pointed out that the net profit for the year amounted to £5,823,650—an increase of £1,559,620 on the preceding year. This, in spite of the grave character of political events in the past year in China, which resulted in increased depression in trade and industry throughout the country. He further added that the sales for the year amounted to 4,888,000 metric tons, which showed an increase of 315,000 metric tons over those of the preceding year.

British Monetary Policy.

There is no foundation for the statement that the monetary policy of the Government and the Bank of England has undergone any change. It was represented that a new decision had been taken that no return to the Gold Standard can be contemplated for several years. It may be assumed that, in the preparatory work of the forthcoming World Economic Conference, the question of the essential conditions to be fulfilled before a return to gold can be contemplated, is under active discussion of the appropriate authorities. It would indeed be difficult for the British Government to enter the conference without preparing some statement covering this question, for it will be pleaded with great force by other countries that the framing of international plans depends to no small extent on sane guidance as to the future of sterling. To suggest that the authorities have laid down definite dates before which a return to gold cannot be contemplated is a misunderstanding. It is not a matter of time, but a matter of the fulfilment of conditions.

More Steel Rationalisation.

A week or two ago we were welcoming an important step taken by Stewarts and Lloyds in the re-organisation of the British steel industry; and to-day comes the news of another step. It is announced that the Lancashire Steel Corporation has acquired the firm of Whitecross Co. of Warrington, which manufactures wire products. It is hoped now to compete successfully with the large firms which have hitherto been so largely imported from Continental works. As in the case of the Stewarts Lloyds scheme, the most important feature is the concentration in one place of all the processes of manufacture.

Carreras, Ltd.

At the 29th annual meeting held this week the chairman Sir Louis B. Baron announced that the net profit for the year amounted to £750,559, out of which it was proposed to pay a further dividend of 20 per cent. on the Ordinary shares of all classes, which with the interim dividend of 15 per cent. paid in June last, made a total of 35 per cent. for the year, less income tax. He also pointed out that the reserve fund was increased from £272,777 to £1,000,000 and in the figure carried forward from £1,104,918 to £1,140,892, after having made provision for every expense incurred in the past year.

International Debts.

Sir Josiah Stamp, speaking at Leeds said the whole world seemed to be now electing to put foreign trade into an entirely new relation as a percentage of total world trade, and to confine it, for nationalistic reasons, to an interchange of goods across national borders not settled by consideration of comparative cost, but on non-economic and semi-political grounds of self-sufficiency and balance. If these were to form a permanent part of the international trade structure, the practicability of securing the payment of interest and repayment of political debts, as indeed of commercial debts, took on completely new limits. Any new settlement of debts which proceeded upon financial considerations only, and ignored the realities of the trade situation which were being laid out by tariffs and rates of exchange and respective balances of trade, would once again be annihilated by the progress of events. Nor could debt settlements ignore the level of prices. Nobody could tell whether the turn of the tide in prices, which in itself would solve so many problems, would come about by natural unseen forces or by artificial and concerted ones. The whole theory of concerted price control, as a purely mechanical operation which lay at the root of most advanced monetary reform, was now severely on its trial. In France they were beginning to see that gold was very much like the large cake that the schoolboy mistakenly kept to himself until it went bad on him. Only in aiding the interchange of goods did gold justify its inclusion into the world of practical affairs—the moment we became frightened of this interchange the value of gold was a delusion. It rested very much in the hands of the present gold standard and creditor countries, he continued, whether gold was to become so rare in relation to other commodities that its full use as a backing for currency was a luxury that only one or two could enjoy.

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HONG KONG STOCK MARKET

YESTERDAY'S OFFICIAL QUOTATIONS

After some preliminary excitement earlier in the day, Lights, Hotels and Cements were pushed up to \$16.50, \$9.40 and \$12 respectively, and at corresponding rates for forward delivery, but they became easier on sellers coming into the market.

In the investment section, a large block of Hong Kong Lands changed hands at \$76 and \$75.

Sales.
Hong Kong Banks, \$1,685.
Hotels (Old), \$9.40.
Hong Kong Lands, \$76/75.
China Lights (Old), \$16.40.
Cements (Combined), \$12/11.60.

Buyers.
Hong Kong Banks, \$1,680.
Douglases, \$27.
Wharves, \$143.
Hotels (Old), \$9.20.
Hong Kong Lands, \$75.
Realities, \$7.40.
Chinese Estates, \$98.
Ewo Cottons, \$13.50.
Hong Kong Trams, \$21.
China Lights (Old), \$16.40.
Electric, \$78.
Telephones (New), \$20.
Cements (New), \$3.70.
Ropes, \$11.35.
Dairy Farms, \$29.10.
Govt. Loans, 2½ per cent. Premium.

Sellers.
Hong Kong Lands, \$76.
Cements (Combined), \$11.
Wallace Harpers, \$9.
China Sports, \$8.

MESSRS. G.A. HARREMAN'S MARKET REPORT

"ERRATIC" LAST WEEK

The market has been very erratic during the week under review and quite a few changes have to be recorded, some sections of the market remained firm, other sections were weak. We refer particularly to Hotels which on 'rumours' of the Bus service franchise receded to \$8.00 at one time, the rate was very changeable however. Lights on the other hand recovered to \$15.70 after business done earlier in the week at \$4.30. Cements (comb.) after dropping to \$11.30 (call paid) recovered to \$12.00, call paid. Providents held an unsatisfied demand at \$4.55. In the Investment section Trams had a sharp advance to \$22.50 cash, \$22.00 February, and \$22.75 March on 'rumours' of their having secured the Bus franchise for Hong Kong, but on the absence of confirmation of the 'rumour' the market relaxed towards the close. Humphreys were enquired for at \$15.50, Electric at \$78, Wharves at \$142, and Lands at \$76. Sterling counters on a steadier exchange were somewhat quieter but a few Banks changed hands at \$1,680/00, and Unions at \$550. With the bulk of liquidation for Settlement account out of the way the market took on a firmer tone towards the close resulting in a very brisk turnover, but with erratic changes taking place almost every few moments the trend of the market for the time being still remains uncertain.

Banks. Hong Kong Banks were in demand at \$1,680, business having been transacted at \$1,680/00. Bank of East Asia were still quiet with sellers at \$108.00.

Insurance. Unions were put through at \$550. China Underwriters continued quiet, sellers prevailing at \$2.70.

Shipping. Douglases were still wanted at \$27.00.

Docks, Wharves and Godowns. Wharves again changed hands at \$142.00 and more wharves were wanted. Providents (old) had buyers at \$4.55, sales having been effected at this rate.

Hotels and Real Estate. Hotels (old) were enquired for at \$10.10 at the opening, but suffered a great set-back and were done down to \$9.00, the market closing with buyers at \$9.40. Hong Kong Lands remained firm with enquiries at \$76, having been put through at this rate. Hong Kong Realities eased off slightly, buyers offering \$7.70.

Cotton Mills. Ewos were in demand at the beginning at \$14.20 but closed a shade easier with shares changing hands at \$13.50/05.

Public Utilities. Hong Kong Trams opened steady at \$20.00, but immediately went up to as high as \$22.00, closing much easier with shares obtainable at \$21.00. Star Ferries after having been sold at \$202/07 were wanted at \$204. China Lights (old) remained steady, and were dealt in at \$15/00. Hong Kong Electric were enquired for at \$76.00 after being done at \$76. Telephones (new) changed hands at \$22.15 closing slightly better with buyers prevailing at \$23.

Miscellaneous. Cements (comb.) were transacted at \$11.30/11.90 closing steady at the latter figure. Hong Kong Ropes could be placed at \$11.30. Dairy Farms continued in demand at \$29.10.

ROMANCE OF WIRELESS

(Continued from page 6)

going for a short distance along the ground suddenly shot up to the upper atmosphere and as these regions are heavily ionized the wave was reflected back to the earth similar to the reflection of a light wave from a mirror. On reaching the earth it was again shot back to the reflector and so on round the world. At the same time the power was conserved, which enabled this very low powered transmitter to be heard in New Zealand.

Heavyside Layer.

This ionized mass in the upper atmosphere has since become known as the Heavyside Layer and is named after a Frenchman named Heavyside who some years ago predicted its existence.

Its height has since been measured and is known to be some 500 miles above the earth's surface. A concentration was made on the utility of these low wave lengths and the development of the beam system by Marconi rapidly followed.

It has been known from the earliest days that wireless waves could be reflected in the same manner as light waves, since they followed the same laws. But as an effective reflector had to be at least once the height and three times the breadth of the wavelength in use, it was not practical. Imagine a metal reflector a thousand yards high and three thousand yards wide which was about the lowest practical wavelength in use in those days!

First Beam Station.

But it became an entirely different proposition when waves of the order of 20 or 30 metres could be used. Consequently Marconi built at Poldhu a reflector of about thirty metres and was successful in projecting a wireless wave in one direction. This was the first beam station and was the forerunner of the great beam stations that are now in use all over the world.

HONGKOW PARK REVIEW

Japanese Troops Parade Before Vice-Admiral

DISPLAY OF MECHANISED UNITS

Shanghai, January 10.—With tanks, howitzers and mechanised transport, the local Japanese forces passed in review before Vice-Admiral M. Yonai, commander of the Third Fleet, at Hongkew Park yesterday morning. Over 2,000 men were on parade, and in addition to crowds of Japanese, school children as well as adults, an international group of officers was also present.

Under the command of Rear-Admiral Sugisaka, commander of the landed forces, the men on foot passed by the saluting base with remarkable steadiness and precision. Marching to music played by the band of the Cruiser Idzumo.

Impressive Sight.

The mechanised section comprised howitzers, field and light guns drawn by lorries, Stokes mortars mounted on lorries, tanks and armoured cars, and motor-cycle outfits mounting light automatics. The lorries included both six-wheelers and the four-wheel drive variety, while the tanks were of the two-

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Registered Articles.

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Unpaid Correspondence.

B. Lawrence Bradley, Mrs. O. Bryant, S. C. Fuletoris, R. Walls. The undermentioned undeliverable registered articles are lying in the Returned Letter Office, General Post Office, and will be returned to the senders on production of the certificate of posting.
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CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SWATOW & SINGAPORE	ANSHUN	On 17th Jan. 6 a.m.
SWATOW, SHANGHAI & TIENTSIN	SHAN TUNG	On 17th Jan. 10 a.m.
SWATOW & BANOKOK	KALGAN	On 18th Jan. 10 a.m.
SHANGHAI	NANNING	On 18th Jan. 5 p.m.
AMOI & SHANGHAI	TIANAN	On 18th Jan. 5 p.m.
NINGPO, SHANGHAI & DALNY	THAN	On 18th Jan. 5 p.m.
AMOI & SHANGHAI	ANHUI	On 18th Jan. 5 p.m.
SHANGHAI	KUOWANG	On 18th Jan. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	SINKIANG	On 18th Jan. 10 a.m.
BANOKOK	SIANGSUI	On 18th Jan. 10 a.m.
HONGKONG & HAIPHONG	KWANGTUNG	On 18th Jan. 2 p.m.
SWATOW, SHANGHAI & TIENTSIN	LIANGHONG	On 18th Jan. 10 a.m.
AMOI & SHANGHAI	TAIYUAN	On 18th Jan. 5 p.m.
AMOI & SHANGHAI	KINGYUAN	On 18th Jan. 5 p.m.
BANOKOK	KWANGHONG	On 18th Jan. 5 p.m.
HONGKONG, PAKHOI & HAIPHONG	LIAN	On 18th Jan. 5 p.m.
SHANGHAI & DALNY	BUNNING	On 18th Jan. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	ANTUNG	On 18th Jan. 5 p.m.
AMOI, SWATOW & SINGAPORE	SUIYANG	On 18th Jan. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	KWANGHONG	On 18th Jan. 5 p.m.
SWATOW & BANOKOK		On 18th Jan. Noon

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CHANGTE 10th Feb. 17th Feb. 20th Feb. 8th Mar.

TAPING 10th Mar. 17th Mar. 20th Mar. 8th Apr.

CHANGTE 11th Apr. 18th Apr. 21st Apr. 9th May

TAPING 9th May 16th May 19th May 7th June

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ADVERTISED SAILINGS FROM HONG KONG.

(Continued from Page 13)

Flymouth.

Carthage, P. & O., Jan. 23.
Naldera, P. & O., Feb. 11.
Rajputana, P. & O., Feb. 23.
Corfu, P. & O., March 11.

Port Said.

D'Artagnan, Messageries, Jan. 17.
Patroclus, B. & S., Jan. 18.
Yasukuni Maru, N.Y.K., Jan. 20.
Pres. Garfield, Dollar, Jan. 21.
Trianton, Thoresen's, Jan. 23.
Menelaus, B. & S., Jan. 24.
Carthage, P. & O., Jan. 23.
Havel, Melchers, Jan. 29.
Peiping, Gilman's, Jan. 29.
Andre Lebon, Messageries, Jan. 31.
Java, Manners, Jan. 31.
Marin Sanuto, Dodwell's, Feb. 1.
Memnon, B. & S., Feb. 1.
Burdwan, P. & O., Feb. 4.
Hakone Maru, N.Y.K., Feb. 4.
Pres. Polk, Dollar, Feb. 4.
Schlesien, Melchers, Feb. 8.
Saarbruecken, Melchers, Feb. 8.
Naldera, P. & O., Feb. 11.
Gange, Dodwell's, Feb. 12.
Felix Roussel, Messageries, Feb. 14.
Antenor, B. & S., Feb. 15.
Delagoo Maru, N.Y.K., Feb. 16.
Franken, Melchers, Feb. 18.
Rajputana, P. & O., Feb. 23.
Agra, Gilman's, Feb. 23.
C. Metzinger, Messageries, Feb. 23.
Ajax, B. & S., March 1.
Malaya, Manners, March 1.
Hilda, Dodwell's, March 3.
Pres. Harrison, Dollar, March 4.
Somali, P. & O., March 4.
Moncalieri, Dodwell's, March 5.
Corfu, P. & O., March 11.
Porthos, Messageries, March 14.
Hector, B. & S., March 15.
Conte Verde, Dodwell's, March 16.
Calchas, B. & S., March 22.
Comorin, P. & O., March 23.

Rangoon.

Calcutta Maru, N.Y.K., Jan. 23.
Muronan Maru, N.Y.K., Feb. 8.

Rotterdam.

Patroclus, B. & S., Jan. 18.
Yasukuni Maru, N.Y.K., Jan. 20.
Ermland, Jepsen, Jan. 24.
Menelaus, B. & S., Jan. 24.
Havel, Melchers, Jan. 29.
Peiping, Gilman's, Jan. 29.
Java, Manners, Jan. 31.
Memnon, B. & S., Feb. 1.
Hakone Maru, N.Y.K., Feb. 4.
Leverkuhn, Jepsen, Feb. 4.
Saarbruecken, Melchers, Feb. 8.
Schlesien, Melchers, Feb. 8.
City of Lyons, Bank Line, Feb. 12.
Antenor, B. & S., Feb. 15.
Nordman, Jepsen, Feb. 17.
Suwa Maru, N.Y.K., Feb. 18.
Franken, Melchers, Feb. 23.
Agra, Gilman's, Feb. 23.
Ajax, B. & S., March 1.
Malaya, Manners, March 1.
Burgundland, Jepsen, March 4.
Hector, B. & S., March 15.
Calchas, B. & S., March 22.

Saigon.

D'Artagnan, Messageries, Jan. 17.
Andre Lebon, Messageries, Jan. 21.
Felix Roussel, Messageries, Feb. 14.
Delagoo Maru, N.Y.K., Feb. 16.
G. Metzinger, Messageries, Feb. 23.
Porthos, Messageries, March 14.

Scandinavian and Baltic Ports.

Peiping, Gilman's, Jan. 29.
Java, Manners, Jan. 31.
Agra, Gilman's, Feb. 23.
Malaya, Manners, March 1.

Singapore.

D'Artagnan, Messageries, Jan. 17.
Patroclus, B. & S., Jan. 18.
Yasukuni Maru, N.Y.K., Jan. 20.
Pres. Adams, Dollar, Feb. 18.
Santini, B. I. (Apar), Jan. 21.
Trianton, Thoresen's, Jan. 23.
Kumsang, Jardine's, Jan. 24.
Menelaus, B. & S., Jan. 24.
Pres. Hoover, Dollar, Jan. 24.
Carthage, P. & O., Jan. 23.
Calcutta Maru, N.Y.K., Jan. 23.
Havel, Melchers, Jan. 29.
Peiping, Gilman's, Jan. 29.
Tokio Maru, N.Y.K., Jan. 29.
Andre Lebon, Messageries, Jan. 31.
Java, Manners, Jan. 31.
Marin Sanuto, Dodwell's, Feb. 1.
Memnon, B. & S., Feb. 1.
Burdwan, P. & O., Feb. 4.
Hakone Maru, N.Y.K., Feb. 4.
Pres. Polk, Dollar, Feb. 4.
Muronan Maru, N.Y.K., Feb. 8.
Saarbruecken, Melchers, Feb. 8.
Schlesien, Melchers, Feb. 8.
Gingo Maru, N.Y.K., Feb. 11.
Naldera, P. & O., Feb. 11.
Troilus, B. & S., Feb. 11.
Gange, Dodwell's, Feb. 12.
Felix Roussel, Messageries, Feb. 14.
Patroclus, B. & S., Feb. 15.
Antenor, B. & S., Feb. 15.

Delagoo Maru, N.Y.K., Feb. 16.
Pres. Adams, Dollar, Feb. 18.
Suwa Maru, N.Y.K., Feb. 18.
Franken, Melchers, Feb. 23.
Rajputana, P. & O., Feb. 23.
Agra, Gilman's, Feb. 23.
G. Metzinger, Messageries, Feb. 23.
Ajax, B. & S., March 1.
Malaya, Manners, March 1.
Hilda, Dodwell's, March 3.
Moncalieri, Dodwell's, March 5.
Conte Verde, Dodwell's, March 16.

Valencia.

Delagoo Maru, N.Y.K., Feb. 16.

Valencia.

Delagoo Maru, N.Y.K., Feb. 16.

Valencia.

Delagoo Maru, N.Y.K., Feb. 16.

Valencia.

Delagoo Maru, N.Y.K., Feb. 16.

Valencia.

Delagoo Maru, N.Y.K., Feb. 16.

Valencia.

Delagoo Maru, N.Y.K., Feb. 16.

Valencia.

Delagoo Maru, N.Y.K., Feb. 16.

Valencia.

VESSELS DUE

Aeneas, B. & S., March 7.
Ajax, B. & S., Jan. 20.
Andre Lebon, Messageries, Jan. 17.
Automedon, B. & S., Feb. 17.
Bangalore, P. & O., Feb. 22.
Bhutan, P. & O., March 18.
Bremerhaven, Melchers, Jan. 30.
Burgundland, Jepsen, Feb. 1.
Calchas, B. & S., Jan. 29.
Changte, B. & S., Feb. 10.
Chichibu Maru, N.Y.K., Jan. 23.
Chichibu Maru, N.Y.K., Jan. 23.
Coblentz, Melchers, Feb. 10.
Comorin, P. & O., Feb. 23.
Conte Verde, Dodwell's, March 4.
Corfu, P. & O., Feb. 9.
Dardanus, B. & S., Feb. 11.
D'Artagnan, Messageries, Jan. 17.
Deucalion, B. & S., March 17.
Diomed, B. & S., March 28.
Elpenor, B. & S., March 11.
Emp. of Asia, C.P.S., Feb. 18.
Emp. of Britain, C.P.S., Feb. 11.
Emp. of Japan, C.P.S., Feb. 3.
Emp. of Russia, C.P.S., Jan. 19.
Formosa, Gilman's, Jan. 24.
Franken, Melchers, Jan. 23.
Fushimi Maru, N.Y.K., Jan. 21.
Gange, Dodwell's, Feb. 12.
Glauco, B. & S., Feb. 1.
Havel, Melchers, Jan. 29.
Hector, B. & S., Feb. 4.
Hilda, Dodwell's, Feb. 3.
Hosang, Jardine's, Jan. 18.
Ixion, B. & S., Feb. 8.
Kamo Maru, N.Y.K., Jan. 20.
Kintaro Maru, N.Y.K., Jan. 19.
Kwantung, B. & S., Jan. 17.
Laomedon, B. & S., Feb. 12.
Moncalieri, Dodwell's, Feb. 12.
Nellore, E. & A.S.N. Co., Jan. 30.
Patroclus, B. & S., Jan. 17.
Phemius, B. & S., Feb. 10.
Philopetes, B. & S., Feb. 29.
Pres. Adams, Dollar, Feb. 17.
Pres. Cleveland, A.M. Line, Jan. 20.

Pres. Garfield, Dollar, Jan. 20.
Pres. Grant, Dollar, March 4.
Pres. Harrison, Dollar, March 4.
Pres. Hayes, Dollar, March 4.
Pres. Hoover, Dollar, Jan. 23.
Pres. Jackson, Dollar, Feb. 6.
Pres. Jefferson, A.M. Line, Feb. 10.
Pres. Lincoln, Dollar, March 18.
Pres. McKinley, Dollar, Feb. 20.
Pres. Polk, Dollar, Feb. 20.
Pres. Taft, Dollar, Jan. 27.
Protesilaus, B. & S., Jan. 19.
Rajputana, P. & O., Jan. 23.
Rampura, P. & O., March 9.
Rhevenor, B. & S., March 10.
Saarbruecken, Melchers, Jan. 18.
Santini, B. I. (Apar), Jan. 20.
Schlesien, Melchers, Feb. 8.
Shan Tung, Gilman's, Feb. 19.
Siamese Prince, Furness, Jan. 24.
Silverwalnut, Furness, Feb. 6.
Sirdhana, B.I.S.N. Co., Jan. 25.
Somali, P. & O., Jan. 24.
Taiping, B. & S., March 10.
Tanda, E.A.S.S. Co., Feb. 4.
Tantalus, B. & S., Feb. 27.
Tilawa, B.I. (Apar), Feb. 8.
Troilus, B. & S., Jan. 17.
Tyndareus, B. & S., March 22.
Yasukuni Maru, N.Y.K., Jan. 19.

Somali, P. & O., March 4.
Moncalieri, Dodwell's, March 5.
Titan, B. & S., March 14.
Hector, B. & S., March 15.
Conte Verde, Dodwell's, March 16.
Calchas, B. & S., March 22.
Comorin, P. & O., March 23.

PRINCE LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel "SILVERWALNUT"

having arrived from the above Port on 12th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 13th instant at 10 a.m.

All Claims must be presented within 15 Days of the Vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th instant will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNESS (FAR EAST) LTD.,

2nd Floor, King's Building,

Cantonment Road,

Telephone C 23165.

Hong Kong, 12th Jan., 1933. (233)

HONG KONG TIDE TABLE.

From January 17, to 23 1933.

HIGH WATER. LOW WATER.

Time of Day.

Time of Day.

Time of Day.

Time of Day.

Time of Day.

Time of Day.

Time of Day.

Time of Day.

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Time of Day.

CONSIGNEE NOTICES.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO, ANTWERP, LONDON, AND STRATH.

The Steamship "BENALDER."

CONSIGNEES of Cargo are hereby

informed that all Goods are being

landed at their risk into the Godowns

and/or extra hazardous Godowns of the

Hong Kong and Kowloon Wharf and

Godown Company, Ltd., whence and/or

from the wharves Delivery may be

obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the

23rd Jan., will be subject to Rent.

All Claims against the Steamer must

be presented to the Underwriter on or

before the 6th Feb., or they will not

be recognized.

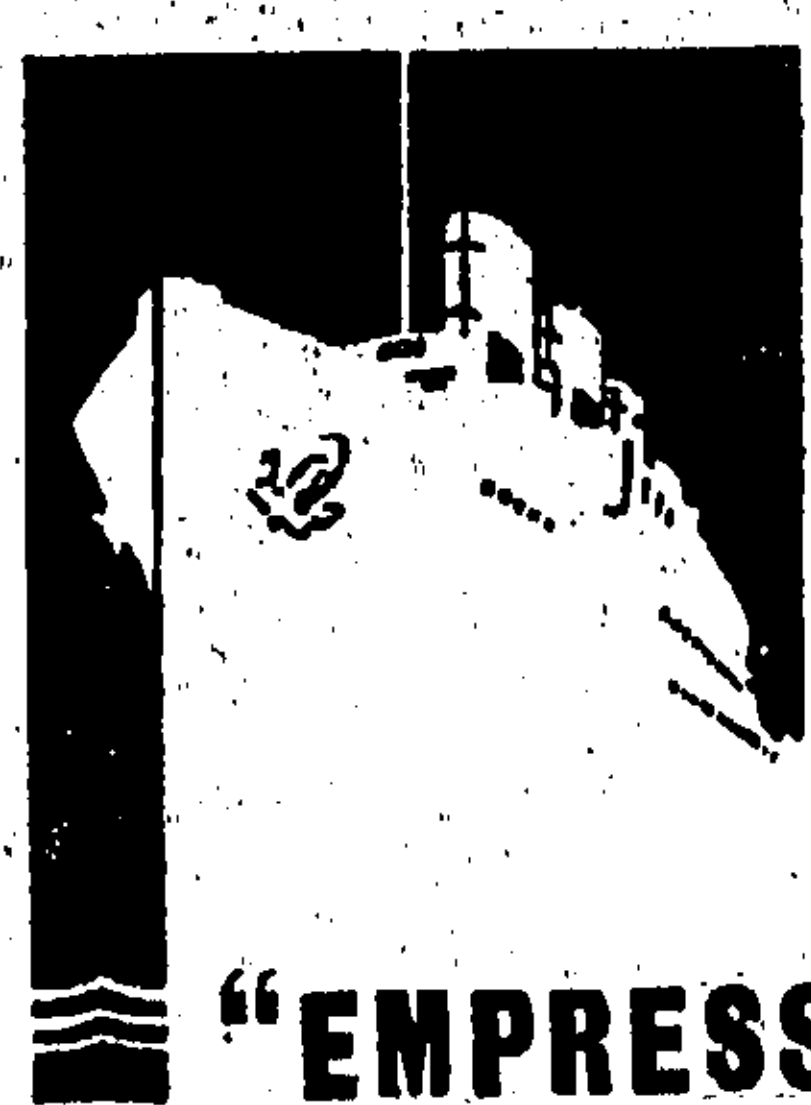
All broken, chafed and damaged Goods

are to be left in the Godowns, where

they will be examined on the 21st Jan.,

at 10 a.m., by Messrs. Goddard &

</



A GLORIOUS OPPORTUNITY

to travel home on
(THE WORLD'S WONDER
SHIP)

"EMPRESS OF BRITAIN"

42,500 GROSS TONS 63,750 DISPLACEMENT TONS

From HONGKONG 15th February
YOKOHAMA 9th March

Sightseeing arrangements at Ports of Call
included in fares

37 DAYS TO SAN FRANCISCO

55 DAYS TO NEW YORK

62 DAYS TO OBERBOURG & SOUTHAMPTON

— ITINERARY —

Shanghai, Chinwangtao (Peiping) (Great Wall)
Beppu, Inland Sea, Kobe (Kyoto Nara) Yokohama
(Tokyo) (Kamakura) Honolulu (Waikiki Beach)
Hilo, (Kilauea Volcano) San Francisco San Pedro
(Los Angeles) Balboa, Ancon Panama City, Old
Panama, Colon, Cristobal, Havana, Oherbourg,
Southampton.

For further particulars please apply to:

CANADIAN PACIFIC



SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TAIYO MARU ... Saturday, 21st Jan.
CHIOHBU MARU ... Wednesday, 9th Feb.
TATSUTA MARU ... Wednesday, 22nd Feb.

SEATTLE & VANCOUVER.

HEIAN MARU ... (Starts from Kobe) Saturday, 21st Jan.
HIKAWA MARU ... (Starts from Kobe) Wednesday, 1st Feb.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM.

via Singapore, Penang, Colombo & Suez.

YASUKUNI MARU ... Friday, 20th Jan.

HAKONE MARU ... Saturday, 4th Feb.

SUWA MARU ... Saturday, 18th Feb.

SYDNEY & MELBOURNE via Manila & Ports

KAMO MARU ... Saturday, 21st Jan.

KITANO MARU ... Saturday, 25th Feb.

BOMBAY via Singapore, Penang & Colombo.

TOKIWA MARU ... Sunday, 29th Jan.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

HEIYO MARU ... Friday, 10th March

NEW YORK, BOSTON via PANAMA

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus,

Genoa & Valencia.

DELAGEO MARU ... Thursday, 16th Feb.

ALCUTTA via Singapore, Penang & Rangoon.

CALCUTTA MARU ... Sunday, 25th Jan.

MUROBAN MARU ... Wednesday, 8th Feb.

HANGHAI, KOBE & YOKOHAMA.

KITANO MARU (Nagasaki direct) Friday, 20th Jan.

MALACCA MARU ... Saturday, 21st Jan.

FUSHIMI MARU ... Saturday, 21st Jan.

† Cargo only.

For further information, apply to—

NIPPON YUSEN KAISHA

Telephone 30291. (Private exchanges to all Depts.)



FRENCH MAIL STEAMERS

Sailing from Hong Kong:

To MARSEILLES via Saigon, Singapore,
Penang, Colombo, Djibouti (Aden),
Suez, Port-Said.

To SHANGHAI

D'ARTAGNAN ... 17th Jan.

ANDRE LEBON ... 31st Jan.

FELIX ROUSSEL ... 14th Feb.

G. METZINGER ... 23rd Feb.

PORTHOS ... 14th Mar.

ABAMIS ... 14th Mar.

CHENONCEAUX ... 28th Mar.

ATHOS II ... 11th Apr.

ATHOS II ... 26th Apr.

ANDRE LEBON ... 18th Jan.

FELIX ROUSSEL ... 1st Feb.

G. METZINGER ... 14th Feb.

PORTHOS ... 28th Feb.

ABAMIS ... 14th Mar.

CHENONCEAUX ... 28th Mar.

ATHOS II ... 11th Apr.

D'ARTAGNAN ... 26th Apr.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa,

Manakara by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

For DUTYFREE to Haiphong, Saigon, Oran, Le Havre, etc. "YANGTSE"

or for short 1st January, 1933.

For full particulars, apply to—

CLIPPER MESSENGERS MARITIMES

Telephone 26106.

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 3,427 TONS;
THROUGH PORTS
18,537 TONS.

The returns, shown at the Har-
bour Office of vessels carrying
cargo to the Colony during the
24 hours ended at 9 a.m. yesterday
were:—

British	Cargo for	Through
H.K.	H.K.	Ports
Mary Moller, Canton	60	80
Haiyang, Foochow	900	—
Seistan, Swatow	—	780
Hong Kheng, Amoy	—	1,100
Wing Lee, Fort Bayard	320	—
American	—	580
Wilson, Manila	515	863
Norwegian	—	515
Norviken, Tsingtao	610	2,035
Danish	—	610
Muinam, Bangkok	1,700	—
Dutch	—	1,700
Meerkkerk, Dairen	2	4,563
Tjikembang, Dairen	—	9,100
Chinese	—	2
Stanley, Swabue	20	—
Total	3,427	18,537

ASIATIC DECK PASSENGERS.

The following vessels brought

Asiatic deck passengers to the

Colony during the 24 hours ended

at 9 a.m. yesterday:—

Haiyang (British), Foochow, 320

Swatow (British), Swatow, 47

Seistan (British), Swatow, 47

Hong Kheng (British), Amoy, 108

Wing Lee (British), Fort

Bayard, 84

Norviken (Norwegian), Tsing-

tao, Swatow, 112

Muinam (Danish), Bangkok, 172

Tjikembang (Dutch), Dairen, 63

Amoy, 83

Stanley (Chinese), Swabue, 83

Total 899

ARRIVALS AND DEPARTURES.

The arrivals and departures dur-

ing the period under review were:—

Arr. Dep.

British 6 1

American 1 0

Norwegian 1 2

Danish 1 0

Dutch 2 1

Chinese 2 1

Japanese 0 2

Portuguese 0 1

Total 13 8

SHIPS IN HARBOUR.

The following merchants ships

were in harbour yesterday:—

Wharves.

Kowloon:—President Wilson and

Pembrokehire.

China Merchants:—Mary Moller

and Wing Lee.

Douglas:—Haiyang.

Docks.

Kowloon:—Prominent, Prosper,

Sealaris, Hailing, Hang Sang, and

Limechow.

Taikoo:—Sinkiang, Liangchow,

Fjorden, Chungkong, Florence D.,

Empress of Canada, Taming,

Hunan, Chungking.

Buoys.

No. A1:—Juhandia.

No. A2:—Maerkkerk.

No. A3:—Tjikembang.

No. A7:—Taiyo Maru.

No. A8:—Morioka Maru.

No. A9:—Seistan.

No. A14:—Hong Kheng.

No. B2:—Kueichow.

No. B3:—Kalgan.

No. B5:—Tonkin.

No. B8:—Muinam.

No. B14:—Kiangsu.

No. B15:—Kueiyang.

No. B16:—Hellas.

No. B17:—Apocoy.

No. B18:—Soochow.

No. B20:—Anshun.

No. B21:—Tsinan.

No. C1:—G. Diederichsen.

WARSHIPS IN PORT.

The following warships were in

port yesterday:—

Basin:—Tamar.

East Wall:—Herald, Sandwich,

Oswald, Osiris.

North Wall:—Moorthen.

North Arm:—Keppel, Witch,

Whitshed, Wishart.

West Wall:—Medway and Sub-

marines.

Dock:—Cornflower.

No. 8 Buoy:—Bruce.

No. 13 Buoy:—Wren Veteran.

Foreign:—French river gunboat

Argus and U.S. gunboat Fulton.

ARRIVALS.

January 15.

Hakkai Maru, Japanese str., 3,104

tons, Capt. I. Moriama, from

Parasval Bay, Kowloon Wharf.

—G. Grimble & Co.

January 16.

Beralder, British str., 3,047 tons,

Capt. McMillan, from Singa-

pore, Kowloon Wharf.—Gibb

Livingston & Co.

Hiroshi Maru No. 3, Japanese str.,

865 tons, Capt. Okada, from

Keelung, Yumati Anchorage.—

M.B.K.

Morioka Maru, Japanese str., 3,063

tons, Capt. M. Sumi, from

Moji, buoy No. A8.—N.Y.K.

Muinam, Danish str., 1,739 tons,

Capt. V. L. Reister, from Swa-

tow, buoy No. B8.—John Man-

ners & Co.

Pronto, Norwegian str., 1,283 tons,

Capt. Bj. Moller, from Bang-

kok, buoy No. B4.—K. Larsen

& Co.

Pres. Wilson, American str., 8,310

tons, Capt. M. Ridley, from

Manila, Kowloon Wharf.—Dol-

lar Line.

Shantung, British str., 1,568 tons,

Capt. F. Booth, from Canton,

buoy No. B18.—J.M. & Co.

Yusung, British str., 1,122 tons,

Capt. A. B. Osmond, from

Swatow, buoy No. B2.—J.M. &

Co.

SNARE OF TRIAL MARRIAGE

WOMEN'S FEAR FOR THE FUTURE

Young people who believe that companionate marriage is the solu-
tion to the riddle of the idea associa-
tion of the sexes are making a
serious error, says Mrs. C. Neville
Rolfe, who, as secretary of the
British Social Hygiene Council,
has come in personal contact with
a great many of these trial unions.

"It is my experience that none
of them lasts," she said to a pres-
entative.

"About half of the young cou-
ples marry—I know of two who
did so after a trial of four and
six months—but the other fifty per
cent. part company, often with
disastrous results to the woman."

"For a time all seems to go well,
but in almost every case the same
sequence of events occurs. One of
the two, generally the woman, find
that her emotional attitude to her
partner is changing."

"She becomes more possessive,
making greater demands on his
love. The feeling that what has
become so important in her life
may be only temporary, and that
she is at the mercy of his whim,
begins to have its effect."

"Jealousy appears. The original
aim of them both, complete freedom
of action, is imperilled, and the
man makes a gesture towards free-
dom. Eventually they part."

Where it Falls.

"Why should a legal tie make for
happiness? Why should a volun-
tary association prove unequal to
the inevitable strain?"

"Because marriage is a partner-
ship. No business partners would
even risk their futures on a tem-
porary contract."

"One of the most important
sides of marriage is the physical,
it is here that trial marriage
must fail. The physical adjust-
ment of two personalities
takes a long time; there must be
no inhibitions, no barriers. Yet
from the very beginning of tempo-
rary relationships these young cou-
ples are forced to raise the barrier
of parenthood, and it is largely on
perfect physical relationship that the
foundations of a happy mar-
riage are laid."

CLEARANCES.

January 16.

Haiyang, for Swatow.

Hongkeng, for Singapore.

Hydrans, for Swatow.

Katsuragisan Maru, for Takao.

Kueichow, for Canton.

Mary Moller, for Amoy.

Markkerk, for Singapore.

Pembrokehire, for Shanghai.

Tanana, for Canton.

Yusung, for Canton.

SHIPPING MOVEMENT.

The R.M.S. Empress of Russia
arrived at Nagasaki on Jan. 15 at
6 a.m., leaves the same day at 12.30
p.m., is due at Shanghai on Jan.
16 at 4 p.m., leaves for Hong Kong
and Manila on Jan. 16 at mid-
night.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALIA, INCLUDING NEW ZEALAND & QUEBEC,
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEBANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL PORTS
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT)

Steamship	Tons	From Hongkong (about)	Destination
"CARTHAGE"	14,000	28th Jan.	Bombay, Madras and London
"BURDWAN"	9,100	4th Feb.	Bombay, Madras, Havre, L'don, H'g, R'dm, A'werp, & Hull

